

608144

ACCOUNTS AND PAPERS.

FORTY-FIVE VOLUMES.

—(27.)—

PILOTAGE; WRECKS AND CASUALTIES.

Session

8 *February* — 14 *August* 1877.

VOL. LXXV.

1877.

P I L O T A G E.

ABSTRACT “of RETURNS relating to PILOTS and PILOTAGE in the UNITED KINGDOM (in continuation of Parliamentary Paper, No. 292, of Session 1876)” — [as furnished by the various Pilotage Authorities].

(Year ended 31st December 1875):

— 1. —

Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom :

— 2. —

Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not :

— 3. —

Of the Service for which each PILOT or APPRENTICE is licensed :

— 4. —

Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage :

— 5. —

Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid ; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots ; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities ; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid :

— 6. —

Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed,
15 June 1877.

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RETURNS

RELATING TO

PILOTS AND PILOTAGE.

ENGLAND AND WALES.

PORT OF ARUNDEL.

BYE-LAWS.

1. We do hereby order and direct that the person having the command of any ship or vessel of the burden of 30 tons or upwards, according to her register, coming into or going out of this harbour, and not having a pilotage certificate granted under the Merchant Shipping Act, either to himself or mate, shall receive and take on board the said ship or vessel one of the pilots of this port, for the purpose of bringing such ship or vessel safely into, or taking it safely out of, this harbour, and in default thereof shall for every offence forfeit and pay a sum not exceeding 5*l.*

2. That every pilot, having given a bond for the due performance of his office, shall receive 1*d.* per ton, according to the ship's register, for piloting vessels into this harbour, and 1*d.* per ton for piloting vessels out of the said harbour; but if such vessels go to or beyond Ford, then one-half more than the above charges.

3. That every such pilot who shall first reach a ship, waiting for a pilot, shall be entitled to pilot in the same ship; and that if any other pilot shall afterwards get on board and pilot in the said ship, whilst under the control of such first-mentioned pilot, and receive the fee for the same, he shall be dismissed, suspended, or fined (not exceeding 5*l.*), as the Commissioners, at any of their meetings, may determine.

4. That every such pilot shall take his appointment with him when he is about to pilot in any ship, and show the same to the captain or other person in command, if demanded.

5. That if any such pilot having reached or taken charge of any vessel coming into this port shall, without the consent of the master, quit the

same for the purpose of taking charge of or piloting any other ship, or for any other unnecessary or improper purpose, such pilot shall be dismissed, suspended, or fined (not exceeding 5*l.*), as the Commissioners, at any of their meetings, may determine.

6. That every such pilot having charge of two vessels in the roads at one time, capable of being piloted into port the same tide, shall deliver one of the said vessels to the first pilot who shall offer to take charge of the same ship.

7. That if any such pilot after having reached a vessel shall quit her before such vessel shall have been brought up in the roads, or moored in the harbour, the next pilot who shall reach such vessel shall be entitled to take charge of and pilot in the same, notwithstanding the first pilot shall have left a person on board.

8. That one of the said pilots shall keep watch at the pilot house, by turns, night and day, for four hours each watch, that is to say, three hours before high water, and one hour after, and that during such watch no pilot shall engage in any trade or work whatever, or in fishing.

9. That the pilot boats be moored at all times opposite the Gas-house, except that one pilot boat shall be kept constantly at the Pier-head.

10. That if at any time any pilot shall be guilty of misconduct whilst in charge of any vessel, or shall act contrary to the rules, orders, and regulations for the time being in force, he shall be dismissed, suspended, or fined (not exceeding 5*l.*), as the Commissioners, at any of their meetings, may determine.

NAMES of PILOTS.

Edward Winter, aged 60; George Butler, aged 42; and George Lambeth, aged 42.

RATES of PILOTAGE.

From Sea to Littlehampton Harbour, 1 <i>d.</i> per ton.	From Harbour (Littlehampton) to Sea, 1 <i>d.</i> per ton.
From Sea to Ford and beyond Ford, 1½ <i>d.</i> per ton.	From Ford or beyond Ford to Sea - 1½ <i>d.</i> per ton.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.	Not Towed by Steam.		Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.			Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour (Littlehampton).	87	£. s. d. 38 15 1½	63	£. s. d. 34 18 2	- nil -	1	£. s. d. - 11 3	7	£. s. d. 4 17 7	157	£. s. d. 79 2 1½
From Sea to Ford and beyond Ford.	5	5 12 3	14	14 4 7½	- nil -	-	- - -	-	- - -	19	19 16 10½
TOTAL - - -	92	44 7 4½	76	49 2 9½	- - -	1	- 11 3	7	4 17 7	176	98 19 -

(2.)—OUTWARDS.

From Harbour (Littlehampton) to Sea.	86	36 8 7½	67	40 17 6	- nil -	1	- 11 3	7	4 17 7	161	82 14 11½
From Ford and beyond Ford to Sea.	5	5 12 3	14	14 4 7½	- nil -	-	- - -	-	- - -	19	19 16 10½
TOTAL - - -	91	42 - 10½	81	55 2 1½	- - -	1	- 11 3	7	4 17 7	180	102 11 10

Note.—The Pilots receive their own fees, keep their own boats, &c.

31 January 1877.

Richard Holmes, Clerk.

PORT OF BERWICK.

BYE-LAWS. See p. 69 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

James Wood - - -	aged 60	George Ainslie - - -	aged 39	John Swinney - - -	aged 57
Robert Wilson - - -	46	Thomas Young - - -	43	Thomas Swinney, jun. - - -	44
Peter Burgon - - -	55	Thomas Wood - - -	33	Thomas Whilks - - -	26
Thomas Swinney, sen. - - -	62	Andrew Wood - - -	35		

RATES of PILOTAGE.

See p. 69 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1876.

Pilotage not compulsory; no record kept.

ACCOUNT of MONIES received and expended.

To amount of fees received from applicants for licenses and certificates - - -	£. s. d.
By amount paid for salaries of secretary, clerk, and other officers - - -	1 5 -
	1 5 -

15 January 1877.

J. Wight, Treasurer.

PORT OF BLAKENEY, OR CLAY.

BYE-LAWS and RATES of PILOTAGE.

From 11th October exclusive to 6th April inclusive, 1 s. 6 d. per foot.

From 6th April exclusive to 11th October inclusive, 1 s. 3 d. per foot.

From the said Pit or Harbour to the Town of Blakeney, and thence to the said Pit or Harbour, 2 s. 6 d. each tidework, at all times of the year.

Upon foreign ships, double the above rates.

NAMES of PILOTS.

Reuben Boyce - - -	aged 62	Henry Munn - - -	aged 53	John Otway - - -	aged 51
Henry Dew - - -	54	William Holliday - - -	46	Edward Holliday - - -	36
Frank Cushing - - -	56	George Thompson - - -	56		

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
From Sea to Harbour - -	78	£. s. d. 41 13 9	54	£. s. d. 31 15 3	2	£. s. d. - 17 6	- - nil - -	134	£. s. d. 74 6 6

(2.)—OUTWARDS.

From Harbour to Sea - -	85	40 7 3	31	16 - 6	-	- - -	- - nil - -	116	56 7 9
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PORT OF BLAKENEY, OR CLAY—continued.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for - - - - -	Inward pilotage -	74 6 6	By amount paid to pilots - - -		130 14 3
	Outward pilotage -	56 7 9			
	£.	130 14 3		£.	130 14 3

15 January 1877.

C. J. Temple, Clerk.

PORT OF BOSTON.

ORDERS, RULES, AND BYE-LAWS.

1. THAT the four pilots belonging to the Port and Harbour of Boston be under the direction of the headsman.

2. That two pilots shall always be at the upper station, and two at the lower station, to be regulated by the headsman.

3. That a pilot belonging to the upper station, taking a vessel from the town, shall continue his charge to High Horn or Boston Toft, if desired to do so by the master of the vessel, provided the same can be accomplished in one tide; but if the vessel be brought up at Hobhole or the Scalp, the pilot shall then be at liberty, and the vessel at the next tide shall be supplied with a pilot from the lower station, who shall attend to the signal requiring such aid.

4. That the pilots at the lower station shall attend to all vessels coming in from the sea, and take charge of them either at High Horn or Boston Toft; and shall bring the vessel up to the town, if the same can be accomplished in one tide, and the master requires it; but if the vessel be brought up at the Scalp or Hobhole, the lower station pilot shall then be at liberty; but he shall inform the headsman that such vessel will require a pilot from the upper station to attend her next tide.

5. That the signal for a pilot shall be the usual one, namely, by day a jack at the topmast head, and by night a lantern.
6. That the pilot boat shall make for all vessels, particularly strangers coming in from sea, at High Horn and Boston Toft, and put a pilot on board (if possible); and the pilot boat shall in like manner take from off all vessels going away the pilots leaving the same, if possible.

7. That no pilot shall be released from the above rules and obligations unless by the sanction and approval of the masters of the vessels.

8. That in no case whatever shall the lower station be left without some pilot being on board the pilot sloop to attend to all ships and vessels come in from sea; and the headsman is ordered to send down to the lower station any of the town station pilots, in all cases, when any of the lower station pilots are incapable of discharging their duties.

9. That each pilot is ordered to keep an account of all ships and vessels he takes charge of according to the directions furnished him in a book provided for that purpose, pursuant to the Statute of the 17 & 18 Vict. c. 104, s. 337.

RATES of PILOTAGE.

From High Horn or Boston Toft to Boston Town or from Boston Town to High Horn or Boston Toft, or any intermediate distance, the sum of 1s. 6d. per foot for every ship, vessel, or barge drawing 8½ feet of water; above 8½ feet of water and under 10½ feet of water, the sum of 1s. 9d. per foot; and above 10½ feet of water, 2s. 6d. per foot.

Tonnage Rates or Duties.

By the 16 Geo. 3, it is enacted that from and after the 24th day of June 1776, it should be lawful for the Commissioners to demand, collect, and receive over and above the several rates of pilotage a certain tonnage duty for all ships arriving at the said port laden with coal at 1d. per chaldron, Boston measure; and also for all ships laden with any other kind of goods, wares, or merchandise at 1d. per ton; and from every foreign ship or vessel double the duty on tonnage in the respective cases before mentioned.

NAMES of PILOTS.

Robert Mountain (Headsman) - - -	aged 76	Robert Snowden - - - - -	aged 55
William George Parker - - - - -	41	Thomas Gray - - - - -	54
William Nundy - - - - -	57		

PORT OF BOSTON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	About	£. s. d.	About	£. s. d.	About	£. s. d.	About	£. s. d.
From High Horn to Boston (11 miles) -	139	92 15 9	12	16 8 10	20	34 2 6	171	143 7 1

(2.)—OUTWARDS.

	About		About					
From Boston to High Horn (11 miles) -	107	69 19 9	11	8 5 10	19	20 8 10	137	98 14 5

Note.—No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Pilot Commissioners.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account - -	120 11 5	By amount paid for salaries of clerk and other officers - - - - -	62 - 6
To amount of fees received from applicants for licenses and certificates - - - -	- 7 6	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	21 16 9
To gross amount received { Inward pilotage -	143 7 1	By amount paid for licenses and certificates -	- 7 6
for - - - - { Outward pilotage -	98 14 5	By amount paid to pilots for piloting ships trading to and from this port, for the year ending 31st December 1876 - - -	242 1 6
To amount received from other sources, viz.:		By amount transferred to Harbour Trust towards the cost of carrying out improvements in the port - - - - -	50 - -
Coastwise: £. s. d.		By sundry other expenses - - - - -	11 1 -
Coal - 5,369 chal. at 1 <i>d.</i> -	22 7 5	By balance carried to next account - -	118 8 6
Goods, 28,894 tons at 1 <i>d.</i> -	120 7 10		
	142 15 3		
<u>34,263</u>			<u>387 7 3</u>
£.	505 15 8		£. 505 15 8

17 April 1877.

Charles Lucas, Clerk.

PORT OF BRISTOL.

BYE - LAWS.

See p. 71 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Thomas Ellis - - - aged 43	William Ray - - - aged 47	Alfred Ray - - - aged 44
James E. Dickens - - - 43	Joseph H. Buck - - - 57	Edward Craddy - - - 63
William Rowland - - - 53	Charles Adams - - - 65	Thomas Carey - - - 52
Charles Case - - - 46	John Adams - - - 51	George Reed - - - 58
Edward Canby - - - 47	Thomas Vowles - - - 52	Alfred C. Bailey - - - 43
James Mitchell - - - 50	John Smith - - - 49	James D. Hall - - - 54
William Thomas, jun. - - - 48	Samuel Buck - - - 49	William Reed - - - 53
Thomas B. Hazell - - - 56	Samuel S. Bailey - - - 42	William Preston - - - 49
George Rumney - - - 57	John Percival - - - 57	William Thomas, sen. - - - 59
George Buck - - - 61	John S. Bailey - - - 52	William Poole - - - 66
John Pains - - - 47	John Thomas - - - 63	John Gilmore - - - 58
Richard Case - - - 44	John Carey - - - 44	Robert Stenner - - - 53
Edward Comerford - - - 49	James W. Buck - - - 55	Joseph Rowles - - - 66
William H. Gilmore - - - 46	George Carey - - - 47	Samuel Shepherd - - - 43
Edwin Carey - - - 42	Alfred Chesswell - - - 42	Edward Bullock - - - 57
John Scarlett - - - 59		William Selway - - - 50

NAMES of APPRENTICES.

George Carey - - - aged 18 | John Edward Canly - - - aged 15

RATES of PILOTAGE.

BETWEEN	If 80 and under 100 Tons.	If 100 and under 200 Tons.	If 200 and under 300 Tons.	If 300 and under 500 Tons.	If 500 and under 600 Tons.	If 600 and under 800 Tons.	If 800 and under 1,000 Tons.	If 1,000 Tons and upwards.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Lundy and Coombe - - - - -	1 1 -	1 8 -	1 15 -	2 2 -	2 9 -	2 16 -	3 3 -	3 10 -
Lundy and Swansea or Minehead - - - - -	2 2 -	2 16 -	3 10 -	4 4 -	4 18 -	5 12 -	6 6 -	7 - -
Lundy and Bridgwater, Cardiff, or the Holmes - - - - -	2 12 6	3 10 -	4 7 6	5 5 -	6 2 6	7 - -	7 17 6	8 15 -
Lundy and Newport or Kingroad - - - - -	3 3 -	4 4 -	5 5 -	6 6 -	7 7 -	8 8 -	9 9 -	10 10 -
Coombe and Minehead - - - - -	1 1 -	1 8 -	1 15 -	2 2 -	2 9 -	2 16 -	3 3 -	3 10 -
Coombe and Bridgwater, Cardiff, or the Holmes - - - - -	1 11 6	2 2 -	2 12 6	3 3 -	3 13 6	4 4 -	4 14 6	5 5 -
Coombe and Newport or Kingroad - - - - -	2 2 -	2 16 -	3 10 -	4 4 -	4 18 -	5 12 -	6 6 -	7 - -
Minehead and Bridgwater, Cardiff, or the Holmes - - - - -	- 10 6	- 14 -	- 17 6	1 1 -	1 4 6	1 8 -	1 11 6	1 15 -
Minehead and Newport or Kingroad - - - - -	1 1 -	1 8 -	1 15 -	2 2 -	2 9 -	2 16 -	3 3 -	3 10 -
Between any of the following places:—Portishead, Kingroad, Hungroad, Broad Pill, Cumberland or Bathurst Basins, and any other of such places* - - - - -	- 10 -	- 15 -	1 - -	1 5 -	1 10 -	1 15 -	2 - -	2 5 -
Between any two of the following places, viz.,—Bridg- water, Cardiff, the Holmes, Newport and Kingroad - - - - -	- 10 6	- 14 -	- 17 6	1 1 -	1 4 6	1 8 -	1 11 6	1 15 -

* If under 80 tons, 7s. 6d.

PORT OF BRISTOL--continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.			FOREIGN VESSELS.		TOTALS.	
	COASTERS.*	OVERSEA.		Towed by Steam.			
		Towed by Steam.					
		No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.	
From Lundy to Swansea - - -	-	-	-	4	16 15 -	4	16 15 -
From Lundy to Bridgwater - - -	-	-	-	1	4 10 6	1	4 10 6
From Lundy to Cardiff - - -	-	20	138 11 -	39	250 18 -	59	389 9 -
From Lundy to Newport - - -	-	3	23 14 -	6	43 1 -	9	66 15 -
From Lundy to Kingroad - - -	-	30	231 8 -	95	660 11 -	125	891 19 -
From Lundy to Cumberland Basin - - -	-	379	3,562 7 3	348	3,177 16 -	727	6,740 3 3
From Combe to Cardiff - - -	-	1	3 17 6	2	7 3 6	3	11 1 -
From Combe to Newport - - -	-	1	7 4 -	-	- - -	1	7 4 -
From Combe to Kingroad - - -	-	3	12 9 6	1	5 2 -	4	17 11 6
From Combe to Cumberland Basin - - -	-	38	258 7 -	18	113 10 3	56	371 17 3
From Minehead to Holmes - - -	-	-	- - -	1	1 12 -	1	1 12 -
From Minehead to Newport - - -	-	1	3 14 -	-	- - -	1	3 14 -
From Minehead to Kingroad - - -	-	1	2 6 -	1	3 - -	2	5 6 -
From Minehead to Cumberland Basin - - -	-	34	135 9 6	17	66 2 6	51	201 12 -
From Holmes to Kingroad - - -	-	-	- - -	1	1 4 -	1	1 4 -
From Holmes to Cumberland Basin - - -	-	40	108 17 9	23	70 16 9	63	179 14 6
From Kingroad to Cumberland Basin - - -	-	144	250 13 6	92	170 3 3	236	420 16 9
TOTAL - - -	-	695	4,738 19 -	649	4,592 5 9	1,344	9,331 4 9

(2.)—OUTWARDS.

From Cumberland Basin to Kingroad - - -	135	209 16 6	44	70 17 9	179	280 14 3
From Cumberland Basin to Newport - - -	38	131 5 3	46	162 18 6	84	294 3 9
From Cumberland Basin to Cardiff - - -	197	753 17 9	202	724 6 6	399	1,483 4 3
From Cumberland Basin to Swansea - - -	23	140 2 6	6	34 9 6	29	174 12 -
From Cumberland Basin to Lundy - - -	191	1,843 14 3	194	1,820 8 9	385	3,669 3 -
From Kingroad to Lundy - - -	4	21 16 -	-	- - -	4	21 16 -
From Cardiff to Lundy - - -	3	17 19 -	1	5 9 -	4	23 8 -
TOTAL - - -	591	3,128 11 3	493	2,818 10 -	1,084	5,947 1 3

* The Coasting and Irish Trade free of Pilotage, and vessels under 80 tons optional.

Note.—All vessels towed by steam from Kingroad to Cumberland Basin, and *vice versa*; no deduction of pilotage in consequence.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received { Inward pilotage -	9,331 4 9	Less expenses paid by pilots in wages, &c. -	6,183 8 -
for - - - { Outward pilotage -	5,947 1 3	Net - - - -	9,094 18 -
£.	15,278 6 -	£.	15,278 6 -

2 February 1877.

E. Parsons, Haven Master.

PORT OF CARDIFF.

BYE-LAWS and RATES of PILOTAGE.

See p. 67 of Parl. Paper, No. 276 of 1875.

NAMES of PILOTS.

First Class Channel Pilots.

R. Scudamore.	John Berkeley.	Benjamin Morgan.	Hopkin William.	William Jones.
William Jones.	Thomas Richards.	John Rees.	John Howe.	Edward Holmes.
William Davies.	David Julian.	Thomas Thomas.	Richard P. Lloyd.	Lewis Jones.
John Davies.	William Allen.	J. W. Matthews.	John Harris.	Evan Morse.
David Morse.	David Samuel.	William Couth.	George Jenkins.	Ll. Francis.
James Tamplin.	Benjamin Morgan.	John W. Symons.	David Owen.	Giles Woodward.
John Tamplin.	William Williams.	Horatio Davies.	David Young.	T. Williams.
John Wright.	Thomas Lewis.	William Grimes.	Walter Leyshon.	P. Symons.
William Morgan.	Thomas Thomas.	Thomas Thomas.	Edward Edwards.	T. Catterson.
William Richards.	W. A. H. Harvey.	Dennis Denman.	J. L. Harvey.	E. Francis.
William Morgan.	J. Bowen.	J. Lewis.	David Williams.	E. Davies.
Thomas Rosser.	Peter Evans.	Elias Morgan.	John Morgan.	G. Rowles.
John Roberts.	Evan Jones.			

Second Class Channel Pilots.

C. Earnshaw.	C. Williams.	T. J. Murray.	D. Davies.	R. F. Collings
Henry Harris.	A. Cope.	C. Arch.		

First Class Port Pilots.

W. White.	Llewellyn Francis.	T. Bowen.	R. Matthews.	E. Parry.
J. Wilson.	John Edwards.	W. Jenkins.	D. James.	David Evans.
B. Morgan.	John Davis.	Joseph Howells.	J. Hancock.	John Williams.
William Evans.	W. Sanders.			

Second Class Port Pilots.

John Aubrey.	R. Evans.	William Davies.	J. Hall.	W. Owens.
T. Jewell.	E. Beecher.	W. Richards.		

Supplemental Pilots.

John Percival.	Edward Comerford.	George Carey.	Alfred Bhiswell.	Edwin Carey.
Alfred Ray.	William Preston.	Thomas Ellis.	Richard Case.	Edward Craddy.
William Selway.				

AMOUNT received for PILOTAGE of VESSELS (INWARDS and OUTWARDS) in 1876.

DISTANCES for which PILOTED.	No.	Amount.
BRITISH VESSELS.		£. s. d.
From Docks to Roads - - - - -	2,902	7,694 18 -
From Docks to Nash Point - - - - -	1,170	2,993 10 10
From Docks to Ilfracombe - - - - -	182	695 12 -
From Docks to Lundy - - - - -	400	2,361 6 10
Extra Days and Tides - - - - -	237	269 15 -
FOREIGN VESSELS.		
From Docks to Roads - - - - -	1,826	4,193 - -
From Docks to Nash - - - - -	463	776 9 2
From Docks to Ilfracombe - - - - -	213	585 3 6
From Docks to Lundy - - - - -	487	2,118 18 9
Extra Days and Tides - - - - -	142	116 18 -
TOTAL - - -	8,022	21,805 12 1

The charges of In and Out Dock are always made in one amount, and not separate. Foreign Vessels same charge as English.

PORT OF CARDIFF—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account - -	6,496 10 -	By amount paid for salaries of secretary, clerk, and other officers - - -	316 - -
To amount of fees received from applicants for licenses and certificates - - - -	68 5 -	By amount paid for rent of offices, &c. -	187 11 2
To gross amount received for inward and outward pilotage - - - - -	21,805 12 1	By amount paid pilots - - - -	20,797 19 1
To amount due, pilots, December 1875 -	203 9 10	By amount paid for pensions or superannuations - - - - -	34 10 -
To amount received from other sources, sundries	6 8 -	By amount paid auditor, years 1875 and 1876 - - - - -	40 - -
To amount received for interest - - -	222 17 -	By law expenses - - - - -	3 3 -
		By exchange of debenture bond into debenture stock - - - - -	15 - -
		By amount due, pilots, December 1876 -	134 1 8
		By balance carried to next account - -	7,274 17 -
£.	28,803 1 11	£.	28,803 1 11

10 May 1877.

Henry Fraser, Clerk.

PORT OF CHESTER.

BYE-LAWS.

See p. 71 of Parl. Paper, No. 276 of 1875.

NAMES of PILOTS.

Samuel Bennett - - - aged 38	William Bithell - - - aged 57	William Bennion - - - aged 44
Benjamin Bennett - - - 65	Stephen Bithell - - - 40	Robert Bennett - - - 23
John Bennett - - - 40	David Price - - - 45	William Hewitt (Golftyn) (1) - 36
John Hewitt - - - 59	William Price - - - 49	Humphrey Foulkes - - - 24
Thomas Hewitt - - - 41	John Jones (Golftyn) - - 58	Stephen Hewitt - - - 26
John Edwards - - - 51	George Hewitt (Golftyn) - 63	Robert Latham - - - 30
Stephen Hewitt - - - 59	John Foulkes (Rhyl) - - 53	Peter Jones - - - 41
Samuel Hewitt - - - 47	Robert Bithell (Rhyl) - - 54	George Taylor - - - 33
John Latham - - - 53	William Jones, jun. (Golftyn) - 38	Thomas Hughes - - - 33
Robert Edwards - - - 43	George Edwards - - - 30	Thomas Foulkes - - - 31
William Jones (Golftyn) - - 61	Edward Hewitt - - - 30	William Hewitt (Golftyn) (2) - 27
William Bithell (Raven) - - 57	Joseph Foulkes - - - 26	Edward Price - - - 34
John Bithell - - - 50	Benjamin Bennett, jun. - - 25	John Latham - - - 46

CERTIFICATED PILOTS.

William Hewitt - - - - - aged 37	William Jones, jun. - - - - - aged 50
Edward Bennett - - - - - 42	Robert Lowe - - - - - 46

There are no Apprentices.

RATES of PILOTAGE.

See p. 71 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE (INWARDS and OUTWARDS) in 1876.

No account kept.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

No account kept.

11 April 1877.

R. Simcock, Clerk to the Trustees.

PORT OF DOUGLAS, ISLE OF MAN.

No Returns furnished.

PORT OF GLOUCESTER.

BYE-LAWS and RATES of PILOTAGE.

See p. 72 of Parl. Paper, No. 276 of 1875.

The following Resolutions have been passed by the Board the 20th day of January 1876:—

1. All vessels propelled or towed wholly by steam power between King Road and Sharpness, shall be entitled to a reduction of one-fifth of the full pilotage charges for that portion of the district.
2. In lieu of the rates charged under Bye-Law No. 1, the following reduced rates shall be paid from Lydney to King Road for all coal-laden vessels under 200 tons register, and for all vessels in ballast under 200 tons register *bonâ fide* coming for coal to Lydney.

				£. s. d.					£. s. d.
Under 40 tons	-	-	-	- 13 -	100 and under 120 tons	-	-	-	- 1 2 -
40 and under 60 tons	-	-	-	- 15 -	120 " 150 "	-	-	-	- 1 4 -
60 " 80 "	-	-	-	- 18 -	150 " 180 "	-	-	-	- 1 6 -
80 " 100 "	-	-	-	- 1 - -	180 " 200 "	-	-	-	- 1 10 -

NAMES of PILOTS.

1. Charles Cumper - - - aged 31	5. Thomas Margrate - - - aged 66	} Licensed only for the River Severn, from King-road to Lydney, for vessels not exceeding 200 tons burthen.
2. Robert Rowles - - - - 36	6. William Prout - - - - 63	
3. Elias Mills - - - - 33	7. Henry Dowell - - - - 67	
4. John Ashford - - - - 41	8. Alexander Everett - - - 31	
*1. William Matthews - - - aged 65	13. Stephen Dowell - - - aged 32	} That portion of Bristol Channel which lies east of Lundy Island, including the River Severn to the City of Gloucester, and the River Wye to Chepstow Bridge. This pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of the masters of vessels.
2. Daniel Smith - - - - 69	14. Henry Pick - - - - 32	
3. Henry Samuel Smith - - - 54	15. William Everett - - - 31	
4. William Bruton - - - - 52	16. Henry Price - - - - 31	
5. George Morgan - - - - 52	17. George Smith - - - - 38	
6. George Williams - - - - 46	18. George Bruton - - - - 46	
7. William Smith - - - - 44	19. John King - - - - 28	
8. Thomas Price - - - - 42	20. Enoch Palmer - - - - 30	
9. Albert John Everett - - - 39	21. Samuel Kingscote Lewis - - 25	
10. Charles Smith - - - - 41	22. Thomas Williams - - - 26	
11. Henry Smart - - - - 39	23. Robert J. Sebastopol Smith - 24	
12. Thomas Hill - - - - 35		

* Pilots 1 to 15 are full pilots; 16 to 20 are for 400 tons register; 21 to 23 are for 250 tons register.

Remarks.—Pilots 1 and 2 are, from advanced age, exempt from keeping a boat, and are permitted to sail with another pilot, on condition that they confine themselves to the boat they select.

NAMES of APPRENTICES.

1. C. Lawrence - - - aged 16	9. T. Morgan - - - aged 17	16. R. Pead - - - aged 16
2. A. Pegler - - - - 17	10. J. Biddle - - - - 17	17. W. Price - - - - 16
3. T. M. Smith - - - - 15	11. W. Dowdeswell - - - 14	18. R. Barrett - - - - 19
4. J. Preen - - - - 17	12. H. White - - - - 19	19. B. Rodick - - - - 18
5. A. Williams - - - - 18	13. E. Brinckworth - - - 20	20. A. Watts - - - - 15
6. T. Dimery - - - - 17	14. R. Mills - - - - 17	21. F. Dowdeswell - - - 16
7. Enos Phillips - - - - 17	15. J. Corneek - - - - 18	22. T. Organ - - - - 21
8. A. Ashford - - - - 16		

PORT OF GLOUCESTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Lundy to Sharp- ness.	-	- - -	-	- - -	2	9 16 -	13	110 - 6	1	4 - -	-	- - -	5	19 15 -	51	345 15 -	72	489 6 6
From Nash to Sharpness	1	1 15 -	4	10 7 -	3	7 8 -	30	185 18 6	-	- - -	-	- - -	5	10 16 6	79	431 14 6	122	647 19 6
From Holmes to Sharp- ness.	12	28 12 -	16	39 1 -	6	13 4 -	40	175 2 6	-	- - -	-	- - -	16	42 1 -	87	333 12 3	177	631 12 9
From King Road to Sharpness.	144	220 19 -	64	113 14 10	26	46 2 6	97	324 17 9	1	1 11 6	-	- - -	22	34 18 -	242	747 1 5	596	1,489 5 -
TOTAL - - -	157	251 6 -	84	163 2 10	37	76 10 6	180	795 10 3	2	5 11 6	-	- - -	48	107 10 6	459	1,858 3 2	937	3,258 3 9

(2.)—OUTWARDS.

From Sharpness to King Road.	123	169 17 -	206	377 - 9	4	4 11 -	14	35 11 3	19	23 13 6	63	145 7 3	8	15 5 6	34	82 14 3	476	859 - 6
From Sharpness to Holmes.	1	2 10 -	78	377 13 -	2	5 4 -	28	152 9 6	5	15 5 6	148	611 10 -	2	6 16 -	145	599 7 -	409	1,771 1 -
From Sharpness to Nash	-	- - -	-	- - -	-	- - -	7	60 12 6	-	- - -	1	5 6 -	-	- - -	39	239 18 -	47	305 16 6
From Sharpness to Lundy Island.	-	- - -	2	20 18 6	-	- - -	8	88 6 -	-	- - -	-	- - -	1	5 - -	36	269 4 -	44	393 8 6
TOTAL - - -	124	172 7 -	286	775 12 3	6	9 15 -	57	336 19 3	24	43 19 -	217	762 9 3	11	27 1 6	251	1,191 3 3	976	3,319 6 6

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	58 4 11	By amount paid for salaries of secretary, clerk, and other officers - - -	167 11 -
To amount of fees received from applicants for licenses and certificates - - -	27 16 6	By amount paid for or in respect of pilot boats, buoys, &c. - - -	1 11 6
To gross amount received for inward and outward pilotage - - -	347 13 11	By amount paid for pensions or superannuations - - -	19 - -
To amount received for interest - - -	77 18 10	By amount paid for cheque book - -	- 10 -
To amount received by sale of pilot cutter "Bee" - - -	130 - -	By amount paid to Trinity Board for eight pilots for 1875 - - -	26 - -
To amount received by collector's fees on shipping - - -	56 - 6	By amount paid for inspections and inquiries - - -	44 7 9
		By amount paid for attendance of pilots -	1 - -
		By amount paid for stationery and postages	8 5 2
		By amount paid for insurance on cutter "Bee" - - -	14 15 6
		By balance carried to next account - -	414 13 9
	£. 697 14 8		£. 697 14 8

8 February 1877.

D. Farrant, Staff Commander, R.N., Pilot Master.

PORT OF HARTLEPOOL.

BYE-LAWS.

At the Court at Windsor, the 27th day of June 1876.—Present, The Queen's Most Excellent Majesty in Council.

WHEREAS by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law, made with the consent of Her Majesty in Council, from time to time, to do within its district all or any of the things specified in that behalf in the said section:

And whereas, by the 15th section of the Order set out in the schedule to "The Hartlepool Pilotage Order Confirmation Act, 1864," it is provided that every British ship or other vessel piloted and conducted within the Hartlepool Pilotage District, shall pay the pilotage dues in that section specified, and that, subject to the approval of the Board of Trade, the Commissioners appointed under the said Order may increase or diminish the said pilotage dues:

And whereas the Hartlepool Pilotage Commissioners, being the Pilotage Authority for the Port of Hartlepool, within the meaning of "The Merchant Shipping Act, 1854," have, in exercise of the powers in them vested by that Act, and by the aforesaid Order,

with the approval of the Board of Trade, made and submitted for the consent of Her Majesty certain alterations of, and additions to, the existing bye-laws and regulations of the Commissioners, with respect to pilots, pilotage, and pilotage dues in the Hartlepool district (a copy whereof, as altered, is set forth in the schedule hereunto annexed):

And whereas, it has been made to appear to Her Majesty that the said bye-laws and regulations so set forth as aforesaid are reasonable and proper:

Now, therefore, Her Majesty, by virtue of the power invested in Her by the said "Merchant Shipping Act, 1854," and by and with the advice of Her Privy Council, is pleased to approve of and signify Her consent to the said bye-laws and regulations of the said Commissioners, with respect to the pilotage of the Hartlepool Pilotage District, in lieu of the existing bye-laws.

C. L. Peel.

SCHEDULE referred to in the above Order.

BYE-LAWS made by the Hartlepool Pilotage Commissioners.

Interpretation Clause.

The word "pilot" shall include the holder of an acting order.

Pilots to proceed in Her Majesty's Service when required.

1. Every pilot who shall be ordered to proceed on Her Majesty's service by any order signed by the clerk of the Hartlepool Pilotage Commissioners (hereinafter called "the Commissioners") or who shall be so ordered, in writing, by any officer in Her Majesty's service, shall immediately proceed thereon, and every pilot who shall fail so to do, or who shall evade the receipt of any such order, or who shall quit or decline such service, shall for the first offence forfeit 5*l.*, and for the second, and every subsequent offence, 10*l.* each.

Pilots engaged by Vessels employed by Government to report any Delay caused by the Master thereof.

2. Every pilot engaged in the charge of any ship employed by Government in the Transport Service shall observe particularly if unnecessary delay take place on the part of any master in proceeding towards his destination, and in the event of such delay taking place, the pilot shall, on his return, report the same to the clerk of the Commissioners, and upon going on board the pilot shall give notice to the master that he has orders so to do.

Pilots to proceed to Sea in a Licensed Steamboat in Stormy Weather with a proper Boat for Boarding.

3. In stormy weather during day-time when pilots cannot ply at sea in their regular pilot cibles they shall go off in a steamboat licensed for that purpose by the pilot master of the said Commissioners, and shall carry with them a proper boat to be provided by and at the cost of the pilots, and approved by the Commissioners for boarding ships or vessels at sea. Provided that in the event of the pilots failing to provide such a boat, the Commissioners may do so, and levy the expense thereof on the pilots, *pro rata*.

Regulations as to employing such Licensed Steamboat.

4. Whenever it is deemed unsafe for the pilots to proceed to sea in their own cibles, they shall apply to the dock master for the licensed steamer to go off in, and he (the master) shall hoist the pilot flag at the mast-head of the steamer, lay at least 20 minutes, and before starting for sea take the pilot's lifeboat on board, but the time for departure may be accelerated in cases of emergency.

Mode of determining the Right to Pilot Vessels when Steamboat is used.

5. All the pilots shall have an equal right to go off in the licensed steamboat, and after four of the pilots, comprising the watch at either harbour for the time being, have each had the offer of a ship to pilot, lots shall be drawn and distributed by the master of the steamboat to the rest of the pilots on board. The pilot receiving Lot 1 shall go on board and take charge of the first ship or vessel boarded, and each pilot shall afterwards take his turn according to the number of his lot. The next four pilots on turn shall man the boat, and put the pilot on turn on board, and the pilots remaining on board the said steamboat (if any) when they have returned on shore, shall see that the lifeboat be put into her proper berth, or some other safe place, and in case of default shall make good all damage, and be liable to a penalty not exceeding 5*l.* If any pilot shall refuse to take his regular turn he shall not be allowed to have another turn until the whole of the pilots have had a ship each.

Location of Pilots when Weather too stormy for use of Licensed Steamboat.

6. In stormy weather during day-time, when the wind ranges from east, southward, and when it is not prudent or safe to go to sea with the licensed steamboat, the pilots shall take their positions inside the bar, as ordered by the pilot master, and when the wind ranges from east, northward, they shall take positions between the beacon and the stone buoy by the like order, and the pilot first in position shall take the first ship, and the others shall be entitled to take charge of the following vessels according to their priority; in taking positions all disputes as to position to be concluded by the pilot master's decision.

The Number of Persons required to man a Pilot Boat in above Case, and Regulations as to Right to Pilot Vessels.

7. Each pilot cable claiming a turn shall be manned with not less than three hands, two of whom shall be full pilots, or one full pilot and one holder of an acting order, and the other a pilot assistant, going regularly in pilot cibles, or (but this only in cases of emergency) an efficient man who may not be serving in pilot cibles. The pilot first on turn shall hoist his pilot flag and run the ship in, and if he fails to board the vessel to which he is entitled, he shall not come in turn until the rest of the cibles laying in position have each boarded one vessel, and every vessel shall count as a turn whether the master thereof elects to employ a pilot, or refuses so to do.

PORT OF HARTLEPOOL—*continued.**Constitution and Duties of the "Watch."*

8. During the winter six months in the year a night watch shall be kept at Hartlepool and West Hartlepool respectively by the pilots when the weather is stormy, and when in consequence they cannot go off to sea, such night watch to commence on the 1st day of October, and end on the 31st day of March in every year. The pilots shall be divided into four watches or less at the discretion of the pilot master, who shall take their turn in watching according to their numbers, and continue on watch for 14 successive nights, each watch to be allowed to board four ships each night, and to take precedence over the other pilots. The cobsles manned by the watch (after they have secured four ships) shall take their regular turn with the other pilots as though no watch had been set; each watch to commence when the lighthouse on the Port and Harbour Commissioners Inner Pier, or the green light on the West Hartlepool North Pier is lighted, and end when the said lights are extinguished. The whole of the moneys received by the watch shall be equally divided amongst the members thereof, and each watch shall sound the Bar once during the spring tides, and report the soundings to the pilot master (in order that they may be recorded) and to the other pilots.

Appointment of Master of Watch.

9. The pilot master shall appoint one of the watch, master thereof, who is hereby authorised, if necessary during his watch, to call on other pilots not on the watch, for assistance.

Levy of Expense of Repairs of Watch-houses.

10. The Commissioners shall have power to raise and levy the amount from time to time necessary for the repairs of the pilots' watch-houses.

Manning of Lifeboat.

11. When it is found necessary to man the lifeboat in night-time, the pilots on watch duty shall have the preference of manning her; in day-time the first 12 pilots at the lifeboat station shall have the preference of manning such lifeboat.

Liberty to Pilots to board Vessels beyond certain Limits after Watch set.

12. If any pilot considers that he is able to hold his own at sea, either before or after the watch has been set, or the positions taken inside the Bar or Stone Buoy as aforesaid, and after acquainting the master of the watch of his intention, he shall be at liberty to proceed to sea, but shall not be allowed to board a ship until he is outside the Stone Buoy; but such pilot shall, on coming on shore again, give a similar notification.

Rule when Two or more Pilot Cobsles are making for the same Vessel.

13. When any one or more pilot cobsles are making for the same ship, the pilot on board the first and nearest coble shall board her, and the other pilot or pilots in the vicinity shall not interfere or cause him to run any risk when in the act of boarding such ship.

Prohibition of Steam Towing.

14. No pilot shall be allowed to be towed by a steamboat when going off to sea in quest of ships, or when he is at sea, and shall for every such offence be subject to a penalty not exceeding 10*l.*

Regulations as to Pilots engaging in Fishery.

15. Such of the pilots as shall be desirous of fishing to any extent, or following any other occupation, may do so on their first obtaining the consent of the Commissioners and giving up their licenses.

Pilots to state the Nature of any Pre-engagement when required to Pilot another Vessel.

16. Every pilot when required to pilot any ship or vessel shall, if under engagement to any other ship, forthwith make known such engagement, and specify the particulars thereof fully and faithfully to the person calling for or requiring such pilot's services; and in case of any concealment, misrepresentation, or falsehood in respect of such alleged previous engagement, the pilot offending shall be subject to a penalty not exceeding 10*l.*

Pilots to conduct themselves properly.

17. Every pilot shall in all cases demean himself civilly and respectfully towards all persons who may require his services, and

towards all officers in Her Majesty's Navy, and shall maintain strict temperance and sobriety in the exercise of his office, and shall use his utmost care and diligence for the safe conduct of every ship which he shall be entrusted with the charge of, and prevent her doing damage to others; and in the event of a pilot failing in any of the aforesaid duties he shall be liable to a penalty not exceeding 10*l.*

Pilots to attend Meeting of Commissioners, &c., when Summoned.

18. Every pilot shall from time to time, and at all times, in obedience to the order or summons of the Commissioners, under the hand of the pilot master or clerk of the Commissioners, duly delivered or offered to such pilot, or left a reasonable time at the usual or last known place of residence of such pilot, attend the Commissioners at their board meetings, bye boards, or committees, or their pilot master or their clerk for the time being, to answer any charges brought against such pilots respectively, or for the performance of any public service, or for any other purpose whatsoever; and in default of such attendance every pilot so offending shall forfeit for the first offence a sum not exceeding 40*s.*, and for the second and every subsequent offence a sum not exceeding 5*l.* each.

Amount payable on Granting of License to act as Pilot.

19. Every pilot to be licensed by the Commissioners upon his receiving such license shall pay the sum of 2*l.* to the said Commissioners, and shall also for the renewing or confirming such license from time to time, pay to them the sum of 1*l.*, such renewal to take place within 14 days from the expiration of the license.

Rates of Pilotage Dues Inwards and Outwards and Extra Rates in respect of Vessels exceeding 400 Tons Register.

20. The following shall be the pilotage dues payable, namely:—For every British ship or other vessel piloted and conducted within the Hartlepool Pilotage District, at the rate of 1*s.* 6*d.* for every foot of water which such ship or vessel draws, except coasting vessels and vessels trading between the Elbe and Brest, both inclusive, which shall from the 1st day of April to the 1st day of October in every year pay at the rate of 1*s.* 3*d.* per foot: Provided always that the Commissioners shall, and they are hereby authorised to charge vessels above 400 tons register $\frac{1}{2}$ *d.* per ton on such excess of register tonnage over and above that number of tons, both inwards and outwards; but this excess shall not apply to vessels simply changing ports within the district.

Pilotage Dues in respect of Vessels moving from Harbour to Docks, or vice versa.

21. The following shall be the rates of pilotage payable by vessels moving from harbour to docks, or *vice versa*, viz.:—

	<i>s.</i>	<i>d.</i>
Vessels not exceeding 50 tons	-	2 6
Exceeding 50 and not exceeding 200 tons	-	5 -
Exceeding 200 and not exceeding 400 tons	-	7 6
Exceeding 400 tons	-	10 -

Rates of Pilotage from and to each Harbour within the Port of Hartlepool.

22. When any vessel requires to change harbours in the port the pilotage dues payable in respect thereof shall be as follows:—From and after the 1st day of April to the 1st day of October in every year, both inclusive, out of Hartlepool Docks or Harbour, at the rate of $7\frac{1}{2}$ *d.* for every foot of water which each such vessel may draw, and into West Hartlepool Docks or Harbour at the same rate: From and after the 1st day of October to the 1st day of April in the following year, both inclusive, out of Hartlepool Docks or Harbour, at the rate of 9*d.* for every foot of water which each such vessel may draw, and into West Hartlepool Docks or Harbour at the same rate, and the above pilotage dues shall be payable by vessels changing from the docks or harbour of West Hartlepool to the docks or harbour of Hartlepool.

The In-pilot entitled to Outward Pilotage, although Vessel piloted by another Pilot, from one Harbour to another.

23. No pilot shall, by reason only of his having conducted any vessel from one harbour to another within the jurisdiction of the Commissioners, be entitled to pilot any such vessel out of the harbour to which she has been transferred, and the pilot who originally brought the ship into the port shall have the right to take her out again.

PORT OF HARTLEPOOL—continued.

Rates of Remuneration of Pilots detained by the Laws of Quarantine.

24. In case any pilot in charge should, by the law of quarantine or at the request of the master or owner of the vessel, be detained at sea or in dock on board thereof beyond the time necessary for safely berthing such vessel, he shall be paid by the master or owner for such detention over and above his pilotage at the rate of 7 s. 6 d. per day, and also have his provisions supplied to him.

Distinguishing Characteristics of Pilot Cobles.

25. The distinguishing characteristics of the pilot cobles shall be the letter "H," and numbers painted white on the bows of the said cobles on a black ground, and that the numbers will be regulated by the dates of the original licenses, such letters and numbers to be 12 inches long, and that each pilot coble when at sea shall exhibit a flag 2 feet by 18 inches at the peak of the sail, such flag to be of two colours, the upper horizontal half white, and the lower horizontal half red.

Pilots to provide themselves with Flags, and to keep same flying on board Vessels of which they are in charge.

26. Every pilot shall provide himself with a red and white flag 3 feet long and 2 feet wide, whereof the upper part is white and the lower half red, and each pilot on taking charge of any vessel shall cause his flag to be hoisted on board such vessel not less than 20 feet above the deck at the gaff end under the ensign or wherever it may be best seen (except on the foremast), and he shall keep his flag continually flying until he leaves the vessel. This applies to all vessels whether outward or inward bound, at sea or in port, under weigh or at anchor, and under all circumstances, so long as a pilot is in charge. In the event of a breach of this or the previous bye law the pilot so offending shall be subject to a penalty not exceeding 5 l.

Pilots to obtain Consent of Pilot Master if they require to go off in any other manner than in their Pilot Cobles.

27. If any pilot shall, under special circumstances, have to go off to board any ship or vessel in any other manner than in his pilot coble, he shall, if practicable, first obtain the consent of the pilot master; but in all cases he must exhibit his proper pilot flag in some conspicuous place on board of the steamer or other craft in which he may go off.

License not to be altered by Holder.

28. No pilot shall add to or in any way alter his license or make or alter any indorsement thereon, nor shall he be privy to any such license or indorsement being altered.

Pilots to report Alterations in Sands or Channels and displacement of Buoys or Beacons.

29. Every pilot who shall observe any alterations in the sands or channels, or that any of the buoys or beacons placed within the jurisdiction of the Commissioners are driven away, broken down, or out of place, shall forthwith deliver or send a correct statement thereof in writing to the clerk of the Commissioners for the time being.

Pilot Master to be informed by Pilot in Charge when a Vessel touches the Ground.

30. When a vessel touches the ground, or does or sustains any damage whilst in charge of a pilot, such pilot shall immediately report the occurrence in writing to the clerk of the Commissioners or pilot master, and such report shall specify the place and time of the occurrence, the state of the weather, the direction of the wind, the time of tide, and such other particulars as may be likely to prove useful, and in case of default, shall forfeit his pilotage.

Pilots to report Loss of Anchors or Cable which may occur during their charge of Vessels.

31. When anchors or cables are lost from any vessel, the pilot in charge shall report the occurrence, in writing, to the clerk of the Commissioners or pilot master, such report to specify the place and time of its occurrence, the state of the weather, the direction of the wind, the time of tide, quantity of cable riding by, and when the cable was slipped or parted with, and the quantity lost.

Pilots discovering Danger to inform the Captains of Ships in the Vicinity.

32. Every pilot shall, whenever he comes to an anchor, carefully observe the settings of the tide, and the force of the stream, and if it shall happen that he comes near to a sand or other object or cause of danger, and there be any other ship or ships in company likely to fall in therewith, such pilot shall immediately give notice thereof to the captain or principal officer of the ship under his care that he may make a signal to such other ship or ships to avoid the same.

Pilots to obey the respective Harbour Masters of Hartlepool and West Hartlepool Harbour when within the Jurisdiction of either.

33. Every pilot shall, from time to time, conform himself strictly to all directions which shall be given to him by the respective harbour masters of Hartlepool and West Hartlepool, touching the mooring, unmooring, placing, or removing of any ship or vessel under his charge as long as such ship or vessel shall be lying and situate within the limits of the authority of such harbour masters respectively, and every pilot found guilty of a breach of this bye-law shall, for every such offence, be subject to a penalty of not exceeding 10 l.

Regulations as to Out-pilotage in respect of Vessels which have not employed an In-pilot.

34. If any vessel for which a pilot is required is about to proceed to sea from either harbour, in respect of which a pilot has not been employed before, and inwards, the pilot master shall from time to time request the pilots of each harbour respectively to undertake such duty, and to receive the remuneration in respect thereof in regular turn, and if any pilot neglect or refuse to comply with such request the pilot next in turn may be so nominated, but any pilot appointed in consequence of the neglect or refusal of another shall not be entitled by reason thereof to a double turn.

Pilots not to proceed by Land to other Ports to pilot Vessels to this Port.

35. No pilot shall be allowed to go overland to any other port to pilot any ship or vessel to this port without the consent of the pilot master, and the written order or request of the owner, master, or agent of such vessel, and he shall, on demand, produce to the pilot master such written order or request.

Qualifications of Persons desirous of becoming Pilots.

36. No person will be licensed to act as a pilot under 21 years of age, and who cannot read and write, nor until he shall have served a five years' apprenticeship in pilot cobles, and after the expiration of the said apprenticeship performed six coasting voyages to (the Pool) London in a square-rigged vessel of not less than 154 tons, and six voyages in a steamer of not less than 300 tons net register, or a similar number of voyages in a like vessel to any other part not less distant than Hartlepool is from London.

Conditions under which an acting Order may be granted.

37. If after the expiration of his said apprenticeship and performance as a seaman the applicant should, on examination by the Commissioners be approved, the latter will grant him an acting order for two years, to pilot vessels not exceeding 160 tons register into and out of the harbours in the Port of Hartlepool; and any pilot possessing only an acting order shall be subject to a penalty not exceeding 10 l. if he take charge, as pilot, of any vessel whose tonnage shall exceed 160 tons.

Amount Payable on granting of Acting Order.

38. Each pilot's apprentice shall pay to the Commissioners the sum of 1 l. on his receiving an acting order from them, to be granted in accordance with Bye-law 37, and a fee of 10 s. on the annual renewal thereof.

When a full License may be granted to the Holder of an Acting Order.

39. If at the expiration of the said two years' service, and on further examination by the Commissioners, the pilot shall be deemed competent, a full pilot's license shall be granted to him by the Commissioners.

PORT OF HARTLEPOOL—continued.

Each Pilot to deliver a Monthly Return of the Pilotage Dues received by him.

40. Each pilot shall, within five days of the expiration of every calendar month, deliver to the pilot master, at his office, between the hours of 10 a.m. and 4 p.m., a correct, and in the opinion of the pilot master legibly written, account on one of the forms provided for that purpose, of all vessels piloted by him in the preceding month, or a legibly written statement to the effect that such pilot has not received any pilotage dues during such period, and pay the amount due for poundage on any such dues received, to be applied for the purpose of the pilot fund, to be established by the Commissioners under Section 333 of the Merchant Shipping Act, 1854, after such fund has been established by the Commissioners, and in case any pilot neglect or refuse to deliver any such account or statement as aforesaid, or shall deliver or cause to be delivered any false or deficient account or incorrect statement, he shall forfeit to the Commissioners the sum of 5 s. for each offence, and the Commissioners may appropriate any such forfeitures to such pilotages as they think fit.

Each Pilot to render an Annual Account of his Income from Pilotage.

41. In order to ensure a correct return of their earnings, the pilots are required to render, at the end of each year, an abstract account on one of the forms, also provided for that purpose, of their total earnings in each month, and to declare solemnly before a magistrate to the truth of the returns they have so made, if required so to do by the Commissioners.

Power to Commissioners to reduce Penalties and Applications of Moneys so obtained.

42. In all cases where pecuniary penalties and forfeitures are annexed to the breach of the foregoing bye-laws, rules, orders, regulations, and ordinances, the Commissioners may mitigate and

reduce the same at their discretion, and appropriate the same to such pilotage purposes as to them may seem best, and in cases where no pecuniary penalty is annexed the Commissioners may, at their discretion, impose such penalty not exceeding 10 l., as in their opinion the case may require.

A Breach of any Bye-Law to entail a Loss of License.

43. Every pilot who shall offend against any of the foregoing bye-laws, rules, orders, regulations, and ordinances, shall for every such offence (whether the same shall subject him to any pecuniary penalty or not, and in addition to such penalty, if any) be liable to have his license annulled and forfeited, or suspended at the discretion of the Commissioners.

Pilot Master to settle Disputes between Pilots, with a Power of Appeal to the Commissioners.

44. If any disputes shall arise between any of the pilots in carrying out the above rules and regulations, the same shall be referred in the first instance to the pilot master, who is hereby fully empowered to decide the same; nevertheless if any pilot feels himself aggrieved by such decision, he is hereby authorised to appeal to the Commissioners through the clerk.

Pilots to be amenable to the Commissioners for the Breach of any Statutory Enactment.

45. Besides conforming themselves diligently to the said bye-laws, rules, orders, regulations, and ordinances, the pilots licensed by the Commissioners are required to observe and obey the enactments and provisions relating to such pilots contained in Part 5 of the Merchant Shipping Act, 1854 (a copy of which part of such Act has been delivered to each of the said pilots), and also the provisions of any general Act of Parliament now in force, or hereafter to be passed relating to pilotage or pilotage dues.

NAMES of PILOTS.

Joseph Snowden.
Nichl. Denton.
Thomas Watt.
John D. Watt.
Thomas Cooper.
Michael Snowden.
Francis Boagey.
William Hodgson.
William Watt.
Richard Hunter.
James Pounder.
William Hodgson.
Francis Watt.
Cuthbert Snowden.
Peter Watt.
John Hodgson.
Thomas Pounder.
Matthew Lamb.

James Harrison.
Thomas Pounder.
William Coulson.
Richard Robinson.
Robert Boagey.
John H. Robson.
Matthew Hunter.
Barthw. Huntridge.
John Horsley.
George Horsley.
Thomas Horsley.
John Horsley.
George Horsley.
Robert Pounder.
Eden Pounder.
Robinson Carter.
John Boagey.
John H. Robinson.

Samuel Hodgson.
William D. Spence.
Thomas Watt.
Robert Spence.
Matthew Horsley.
Luke Denton.
George Watt.
John Pounder.
James Horsley.
George H. Horsley.
Francis Spence.
George Davison.
Thomas Watt.
Thomas P. Metcalf.
John Johnson.
James Davison.
Robert Robinson.
Thomas Pounder.

James Pounder.
John Pounder.
William Hood.
Henry Rowntree.
Cuthbert Coulson.
John Appleby.
William Hastings.
Robert Horsley.
Robert Davison.
John C. Hood.
Thomas Hodgson.
Matthew Pounder.
Robert Hodgson.
Robert Booth.
William Hood.
John Wood.
John Pounder.
Coulson Hood.

Joséph Robinson.
Jonathan Moor.
Edward Pounder.
Michael Coulson.
Henry Hood.
Robert Hood.
David Moor.
George Robinson.
Robert Corner.
Henry Reveley.
James Pounder.
John Wood.
Robert Horsley.
Michael Chambers.
Robert J. Storrow.
William Robinson.
Robert Pounder.

RATES of PILOTAGE.

The Rates of Pilotage upon all Ships piloted Inwards and Outwards at this Port are at the rate of—

1 s. 6 d. per foot from the 30th September to 31st March.

1 s. 3 d. per foot from 1st April up to the 30th September.

All ships above 400 tons are chargeable with one halfpenny per ton above 400 tons.

PORT OF HARTLEPOOL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the German Ocean to the Harbours within the Port of Hartlepool.	1,770	1,488 14 10	327	328 1 8	110	86 8 2	1,003	884 - 9½	3,210	1,787 5 5½

(2.)—OUTWARDS.

From the Harbours within the Port of Hartlepool to the German Ocean.	2,042	1,189 19 4½	381	336 12 1½	176	110 8 -	1,215	1,005 1 4½	3,814	2,642 - 10½
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ACCOUNT of all MONIES received and expended by the HARTLEPOOL PILOTAGE COMMISSIONERS.

Dr.	£. s. d.	Cr.	£. s. d.
1876 :		1876 :	
1 Jan. To Balance in bank to credit of Commissioners - - -	70 6 5	- Aug. By Shipowners' lists for elections - -	1 4 -
		- Aug. „ Printing and posting bills for elections - - -	1 15 6
1 Jan. „ Fees on granting and renewing licenses - - -	89 10 -	- Aug. „ Repairs to watchhouses, &c. - -	31 10 5
		- Aug. „ Use of rooms for committee meetings and elections, and attendance - -	1 16 -
1 Jan. „ Levy for repairs of watchhouses and a new boat -	27 10 6	- Aug. „ Transcribing new bye-laws - -	2 - -
		31 Dec. „ Pilot master's salary and postages -	56 - -
1 Jan. „ Fines - - -	4 - -	31 Dec. „ Clerk's salary and postages - -	25 10 -
		31 Dec. „ I. N. Pigg's Pension - - -	5 13 4
1 Jan. „ Interest on investments -	24 10 4	31 Dec. „ R. Hunter's Pension - - -	8 6 8
		31 Dec. „ Audit - - -	1 1 -
		31 Dec. „ Printing balance sheets, post cards and bye-laws, and incidentals -	3 19 -
		31 Dec. „ Paid "Gazette" and "Mercury," printing and advertising - -	4 5 11
		31 Dec. „ Bonus to pilot master - - -	10 - -
		31 Dec. „ Mr. Hood—Balance of repairs, &c. -	- 16 -
		31 Dec. „ Cheque book - - -	- 4 -
		Balance - - -	61 15 6
£.	215 17 3	£.	215 17 3

	£. s. d.		£. s. d.
To Balance brought down - - -	61 15 5	By amount in National Provincial Bank, West Hartlepool - - -	64 11 10
„ Balance due to clerk - - -	2 16 5		
£.	64 11 10	£.	64 11 10

AVAILABLE FUNDS.	£. s. d.	WATCHHOUSE ACCOUNT.	£. s. d.
Money invested - - -	550 - -	1875.—Deficit - - -	10 12 7
Cash in bank - - -	64 11 10		
£.	614 11 10	„ Produce of levy - - -	27 10 6
		„ Amount expended - - -	31 10 5
			3 19 11
		Present Deficit - - -	£. 14 12 6

19 January 1877.

Edw. Turnbull, Clerk.

PORT OF KING'S LYNN.

BYE-LAWS and RATES of PILOTAGE.

See p. 12 of Parl. Paper, No. 204 of 1874.

NAMES of PILOTS.

Thos. Thompson -	-	-	aged 71	John Harle -	-	-	aged 56
Peter Hart -	-	-	66	William Jones -	-	-	53
Robert Fysh -	-	-	66	Edward Greenacre -	-	-	32
Samuel Teasel -	-	-	66	Robert John Brooke -	-	-	37
Richard Thompson -	-	-	65	John Cochrane -	-	-	25
Samuel Greenacre -	-	-	60	William Dent -	-	-	24

All are licensed by the mayor, aldermen, and burgesses of King's Lynn, but are under the jurisdiction of Pilot Commissioners.

SUPERANNUATED PILOTS.

Robert Melton -	-	-	aged 73	James Cook -	-	-	aged 77	James Hitchcock -	-	-	aged 71
E. H. Neach -	-	-	67	Samuel Wright -	-	-	73	Thurlow G. Rayner -	-	-	58
George Burton -	-	-	70	Thomas Shaftoe -	-	-	65	Charles Bartle -	-	-	77

There are no Apprentices.

RATES of PILOTAGE.

See p. 62 of Parl. Paper, No. 243 of 1865.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Roads to Lynn Harbour -	597	389 13 2	72	122 12 -	-	- - -	76	121 10 -	745	633 15 2

(2.)—OUTWARDS.

From Lynn Harbour to Lynn Roads -	701	465 - 2	20	26 16 9	38	37 2 2	38	51 - 10	797	579 19 11
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Note.—The books do not distinguish Vessels Towed from others. Foreign Vessels are all entered as "Oversea."

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£	s.	d.	Cr.	£	s.	d.
To balance brought from last account -	-	-	7	By amount paid for or in respect of pilot boats, &c. -	100	-	-
To gross amount received { Inward pilotage -	633	15	2	By amount paid for pensions or superannuations -	180	-	-
for - - - - { Outward pilotage -	579	19	11	By amount paid for wages -	106	12	-
To Amount received from other Sources, viz:				By amount paid for office expenses and sundry charges -	13	-	-
For extra services of pilots -	9	18	-	By amount divided among working pilots	944	1	8
From harbour moorings dues for master of pilot cutter -	120	-	-	Share of 1st Class Pilot £. 83 6 -			
				Share of 2nd Class - 55 10 10			
	£.	1,343	13 8		£.	1,343	13 8

29 January 1877.

J. O. Smetham, Clerk.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See pp. 33, 34 of Parl. Paper, No. 232 of 1873.

NAMES OF PILOTS—Younger Brethren who are Branch Pilots.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Abbott, William - - -	61	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, the Swin, and up to the Nore; and southward, through Yarmouth Roads and into the Downs.
Brown, Dale - - -	67	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads, and into the Downs.
Bell, John Richard - -	70	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and southward, through Yarmouth Roads, and into the Downs.
Brown, William - - -	47	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, and Gulf of Finland, to Cronstadt; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Bee, Benjamin David - -	41	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Binnington, Francis - -	40	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Bammell, Henry - - -	75	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Bale, Henry - - -	50	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Burtis, John - - -	52	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Bunipace, Robert - - -	50	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga; and southward, through Yarmouth Roads, and into the Downs.
Bossor, Frederick - - -	40	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Buncan, Nathan - - -	46	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, and Tinmouth Bar; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm.
Blder, Robert - - -	69	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Bdmonds, Anthony - - -	51	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Batgens, John Adolphus -	62	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Graham, Anderson - - -	39	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Gill, William Wordsworth -	41	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Hurst, John - - - -	71	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads, and into the Downs; and eastward, to Heligoland and the Red Buoy in the Elbe.
Highley, George - - -	53	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm.
Hopkinson, Joseph - - -	66	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Hindson, James - - -	55	From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Hagestadt, John Henry -	32	From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and the Baltic to Cronstadt.
Johnson, Edward James -	39	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
King, John Richardson -	55	From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Knight, Charles Scott - -	59	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Kelsey, Thomas - - -	37	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Lancaster, Robert - - -	72	From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Leighton, Ralph Orron - -	49	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Martin, Richard Hick - -	56	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Maycock, Joseph - - -	53	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
M'Kenzie, George William -	46	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Mitchell, Thomas - - -	50	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Martin, James Lambert - -	43	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Moore, Thomas - - -	37	From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Martin, Thomas - - -	42	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Mellon, William Townend -	54	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Newton, James - - -	54	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
North, William George -	53	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Nicholson, George Colville -	49	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Owen, Edwin - - -	45	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Pepper, Dennis - - -	71	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Priest, Robert Paul - -	54	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Pinchon, William Glenford -	50	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Riches, Mitchel Bloye - -	53	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head and Tinmouth Bar; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Rutter, James - - -	48	From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Robinson, Henry - - -	41	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Roach, Robert - - -	34	From the Humber, eastward, to Heligoland, and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Silverwood, Walter - -	56	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Soulsby, George - - -	40	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Shetliff, George - - -	46	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Stephens, John Henry - -	39	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Toogood, James, the younger -	48	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and from the Sound, through the Baltic, to Cronstadt.
Todd, Henry - - - -	51	From the Humber, southward, through Yarmouth Roads, and into the Downs; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe.
Tulley, William - - -	47	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Pillan.
Vickerman, John Blissit -	49	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and from the Sound, through the Baltic, to Cronstadt.
Wharton, John - - -	65	From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Wells, William - - -	61	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
West, Joseph Robertshaw -	43	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Woolf, James Haxwell - -	68	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Watson, William - - -	45	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Watson, Robert - - -	30	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
White, Charles Taylor - -	39	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Wright, James - - -	37	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.

EAST COAST.

Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.

Foreman, Henry John - -	45	From St. Edmund's Ness, on the Coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and the Lower Roads of Lynn; southward, to Winterton Ness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and <i>vice versa</i> .
Goodson, Joseph - - -	47	
Smith, Henry John - - -	34	

Along the East Coast to the Southward of the Humber.

Dobson, Joseph - - -	64	Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deeps, as far as Blakeney.
Dobson, Charles - - -	52	
Dobson, Charles (2) - -	37	
Dobson, William - - -	30	
Keall, John - - -	48	
Upton, George - - -	43	
Wheater, Joseph - - -	31	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*EAST COAST.—*Along the East Coast, and to the Downs.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Bartlett, Henry - - -	47	From the Humber, northward, to Flamborough Head and Tinmouth Bar; and southward, through Yarmouth Roads, and into the Downs.
Darnell, George - - -	72	
Dines, Alfred - - -	34	
North, John Watson - - -	53	
Neal, Stephen - - -	39	
Porter, James Francis - - -	60	
Wright, John - - -	59	Pilots appointed and licensed to take charge along the East Coast to the Downs.
Shinman, Amos Samuel - - -	51	
Wright, Thomas - - -	42	From the Humber, southward, through Yarmouth Roads and into the Downs.

Along the East Coast, Northward, to Leith Roads, and Southward to the Downs and Nore.

Boyle, Francis Brown - - -	68	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads and into the Downs; and, southward, through Yarmouth Roads, the Swin, and up to the Nore.
Graham, George - - -	50	
Gotts, Thomas - - -	60	
Hindhaugh, George - - -	53	
Manning, John Hiram - - -	49	

RATES of PILOTAGE.

EAST COAST.

		Summer Rate, from 31st March to 30th September.	Winter Rate, from 30th September to 31st March.
		£. s. d.	£. s. d.
From the Humber to -	The Downs - - - - -	- 10 -	- 12 6
	The Nore - - - - -	- 8 -	- 10 6
	Yarmouth - - - - -	- 5 -	- 6 6
	Bridlington - - - - -	- 3 -	- 4 -
	Stockton - - - - -	- 5 -	- 6 6
	Sunderland - - - - -		
	Shields - - - - -		
	Leith - - - - -	- 8 -	- 10 6

Vessels drawing less than 10 feet water, to pay for 10 feet.

Vessels propelled by steam, or towed by a steam vessel, to pay three-fourths only of the above rates.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued*.

AMOUNT received for PILOTAGE of VESSELS in 1876.

TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Deepes to the Humber, or the Northness of Dimlington, bearing west.	-	- - -	1	4 12 -	4	17 16 -	5	22 8 -
From Boston Deepes to Sutton - - -	-	- - -	-	- - -	2	4 10 -	2	4 10 -
From Lynn Deepes to Sutton - - -	-	- - -	-	- - -	1	2 19 6	1	2 19 6
From Lynn Deepes to Skegness - - -	-	- - -	-	- - -	3	12 2 -	3	12 2 -
From Winterton Ness to Lower Roads of Lynn	-	- - -	-	- - -	1	6 16 -	1	6 16 -
From St. Edmund's Ness to Northness of Dimlington, bearing west.	-	- - -	-	- - -	22	92 8 -	22	92 8 -
Intermediate distances within the limits mentioned.	-	- - -	14	40 18 3	32	89 4 3	46	130 2 6
TOTAL - - -	-	- - -	15	45 10 3	65	225 15 9	80	271 6 -

FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to the Downs - - -	-	- - -	59	479 8 1	114	865 11 9	173	1,344 19 10
From the Humber to the Nore - - -	1	4 13 9	13	96 5 4	6	41 5 -	20	142 4 1
From the Humber to Yarmouth - - -	-	- - -	1	2 10 -	-	- - -	1	2 10 -
From the Humber, or the Northness of Dimlington, bearing west, to Boston Deepes.	-	- - -	3	17 12 -	10	61 12 -	13	79 4 -
From the Humber, or the Northness of Dimlington, bearing west, to Lynn Deepes.	-	- - -	9	54 16 -	37	217 16 -	46	272 12 -
From the Humber to Leith - - -	-	- - -	-	- - -	2	13 12 -	2	13 12 -
From the Humber to Shields - - -	-	- - -	3	8 5 -	9	37 15 6	12	46 - 6
From Sutton to Boston Deepes - - -	-	- - -	1	4 - 6	-	- - -	1	4 - 6
From Sutton to Lynn Deepes - - -	-	- - -	-	- - -	3	11 8 6	3	11 8 6
From Skegness to Boston Deepes - - -	-	- - -	-	- - -	1	4 14 6	1	4 14 6
From Skegness to Lynn Deepes - - -	-	- - -	1	4 10 -	14	60 2 6	15	64 12 6
From Northness of Dimlington, bearing west, to Wisbech Eye.	-	- - -	8	41 15 -	124	623 17 -	132	665 12 -
Intermediate distances within the limits mentioned.	-	- - -	-	- - -	1	2 16 -	1	2 16 -
TOTAL - - -	1	4 13 9	98	709 1 11	321	1,940 10 9	420	2,654 6 5

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To pilots, poundage being 5 per cent. on the earnings of such pilots as are younger brethren of the Corporation, and of the extra coasting pilots - - -	122 15 11	By income tax - - - - -	- 17 10
		By allowance to a superannuated pilot -	8 - -
		By balance - - - - -	113 18 1
£.	122 15 11	£.	122 15 11

Note.—The above amount is carried to the general account of this Corporation.

Trinity House, Hull, 14 March 1877.

Robert Gill, Warden's Clerk.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL AND RIVER HUMBER.

BYE-LAWS.

The Bye-Laws printed at pp. 48 to 55 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

Pilots appointed and licensed for the *River Humber* under the Act 2 & 3 Will. 4, c. 125.

NAMES.	Ages.	NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Brewis, William Henry - - -	60	Newham, William - - - -	54	Into and out of the port of Kingston-upon-Hull, and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Brown, Isaac - - - - -	37	Nicholson, Robert - - - -	44	
Barnett, James - - - - -	53	Owbridge, John - - - - -	52	
Blenkin, Martin - - - - -	49	Parrott, Richard - - - - -	52	
Bond, William - - - - -	30	Pearson, William - - - - -	36	
Bond, George - - - - -	27	Pudney, John - - - - -	29	
Brown, Henry - - - - -	35	Rogers, Edward - - - - -	62	
Boxhall, Charles Frederick - -	28	Rowan, Thomas William - -	48	
Collis, William - - - - -	43	Rea, John - - - - -	30	
Calvert, Richard - - - - -	38	Richardson, Isaac - - - - -	35	
Cross, Henry - - - - -	27	Roberts, Edwin - - - - -	30	
Dickinson, James Thomas - -	28	Redfearn, George Henry - -	31	
Dixon, Henry - - - - -	47	Shay, William - - - - -	45	
Eshelby, William Morley - -	50	Stephenson, Christopher - -	28	
Etherington, William - - - -	38	Stocks, Joseph - - - - -	51	
Frost, Edmund - - - - -	64	Smith, John - - - - -	40	
Featherstone, Henry Hunt - -	55	Skelton, Thomas - - - - -	48	
Fraser, Robert William - - -	24	Sampson, William - - - - -	31	
Good, Thomas William - - - -	31	Spence, James Thomas - - -	37	
Godfrey, John Samuel - - - -	25	Stanford, George William - -	37	
Harvey, John - - - - -	64	Thompson, William Cockerill -	41	
Hume, William - - - - -	40	Thompson, William - - - - -	44	
Jenneson, Joseph - - - - -	49	Wilson, Thomas - - - - -	46	
Jordan, John William - - - -	25	Ward, Pearson - - - - -	46	
Kilburn, John - - - - -	36	Wilkin, John - - - - -	41	
Lundie, Wellington - - - - -	62	Wallace, William Henry - -	34	
Linwood, Thomas - - - - -	58	Wilkin, George - - - - -	33	
Liversedge, William - - - - -	41	Wray, Thomas - - - - -	33	
Lofey, John William - - - - -	28	Wilson, Watson - - - - -	47	
Munday, Edward - - - - -	30	Wilkin, David - - - - -	37	
Morrell, William - - - - -	66	Ward, John - - - - -	34	
Mearns, William Straton - - -	53			
Mellon, William Townend - - -	54			

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF HULL—continued.

APPRENTICES to the *Humber* Pilotage Service.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Austin, Richard - - - -	15	Collinson, Andrew - - - -	16	Harrison, Walter - - - -	16
Bates, William Lawrence - -	15	Cuthbert, John - - - -	17	Hurst, George Alfred - - -	16
Bearpark, George - - - -	14	Duffil, Thomas William George -	18	Smith, William Bonner - - -	17
Biggins, Thomas Richard - -	16	Edwards, William - - - -	16	Todd, Edward - - - -	19
Bond, John Henry - - - -	15	Frankland, Frederick - - - -	15	Thompson, Charles - - - -	14
Burn, George Cook - - - -	16				

PILOTS appointed and licensed for the *River Humber*, under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Basketter, Charles - - - -	56	Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Calvert, John - - - -	54	
Clark, Edwin - - - -	41	
Carr, William - - - -	33	
Eshelby, Christopher - - - -	52	
Lamming, William Hollinshed -	57	
Lancaster, Charles - - - -	60	
Markham, Stephen - - - -	62	
Rea, Edward - - - -	33	
Ward, Hugh - - - -	38	
Wright, James - - - -	26	
White, Charles - - - -	56	
White, Charles, the younger - -	26	

MASTERS and MATES to whom Certificates have been granted within the limits of the *Humber* Pilots, under the Acts 2 & 3 Will. 4, c. 105, and 17 & 18 Vict. c. 104.

NAMES.	Ages.	NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Ansdell, Christopher - - - -	51	Dossor, Frederick - - - -	40	Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Ayre, Charles - - - -	38	Dyson, John - - - -	47	
Atkinson, Edward Peter - - -	34	Dennison, Thomas Stevenson -	41	
Adwick, Peter - - - -	31	Dryden, John - - - -	35	
Bee, Benjamin David - - - -	41	Dimberline, William - - - -	30	
Bibbing, William - - - -	36	Dowse, Thomas Dandison - - -	27	
Brown, Matthew - - - -	55	Eyre, Joseph - - - -	41	
Barron, William - - - -	40	Earnshaw, George - - - -	40	
Bergwitz, Herman - - - -	24	Ellwood, John - - - -	38	
Broadhead, John - - - -	33	Edwards, Joseph - - - -	42	
Bray, George - - - -	45	Eckles, Charles - - - -	31	
Beverley, Michael - - - -	40	Empson, Thomas - - - -	35	
Bayes, Richard - - - -	46	Foulston, George Robert - - -	49	
Briggs, George - - - -	46	Forth, John Walter - - - -	31	
Cuttill, James - - - -	50	Foster, Thomas Glenn - - - -	33	
Colbridge, William - - - -	29	Fowler, George - - - -	56	
Cook, John - - - -	46	Frank, Samuel - - - -	29	
Cook, John - - - -	42	Frederickson, Abraham - - - -	39	
Cawcutt, George - - - -	46	Gill, William Wordsworth - - -	41	
Chester, John Thomas - - - -	30	Gravell, William - - - -	50	
Carling, Edward - - - -	43	Graham, Anderson - - - -	39	
Chambers, William Henry - - -	31	Groves, William - - - -	50	
Curtis, John - - - -	52	Gledhill, William - - - -	37	
Cottom, George - - - -	41	Hedgcock, James - - - -	41	
Cotton, John - - - -	28	Hudson, James - - - -	33	
Cocking, William - - - -	48	Hutton, Thomas - - - -	48	
Cockrill John - - - -	33			

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*PORT OF HULL—*continued.*

MASTERS and MATES to whom Certificates have been granted within the limits of the *Humber* Pilots, under the Acts 2 & 3 Will. 4, c. 105, and 17 & 18 Vict. c. 104—*continued.*

NAMES.	Ages.	NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Halifax, Henry - - - -	32	Peterson, Christian Henrich Biering	37	Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Hindson, James - - - -	55	Peel, John - - - -	54	
Howlett, Edmund William - - -	33	Pepper, George - - - -	28	
Hornsby, Thomas Clark - - -	31	Peterson, Peter - - - -	35	
Hendry, John Henry - - - -	45	Pike, Richard James - - - -	33	
Hagestadt, John Henry - - - -	32			
Hudson, Rhodes - - - -	52	Riches, Mitchel Bloye - - - -	53	
Hood, Samuel - - - -	31	Riches, Robert Bloye - - - -	57	
Hall, George - - - -	56	Read, William - - - -	56	
Harrison, Richard - - - -	43	Roach, Robert - - - -	34	
Holyman, Thomas - - - -	41	Richardson, Stephen - - - -	32	
Houlton, William - - - -	57	Robinson, John - - - -	37	
Hitch, John Purser - - - -	38	Reed, George Richardson	34	
Jay, James Thomas - - - -	36	Raddings, John - - - -	47	
Jangleby, Christopher - - - -	42	Rose, George - - - -	39	
Johnston, David - - - -	54	Rawson, Charles - - - -	37	
Jackson, Thomas - - - -	37	Rothbark, Heinrich Emil Ehrenfried	31	
Johnson, Edward James - - - -	39	Roberts, Moses - - - -	37	
Jangleby, John - - - -	46			
Jennesson, George Chapman - - -	33	Soulsby, George - - - -	40	
		Soulsby, Henry - - - -	48	
Kelsey, Thomas - - - -	37	Soulsby, Edward - - - -	26	
Kitwood, Thomas William - - -	38	Shetliff, George - - - -	46	
King, George James - - - -	37	Snow, John Hindle - - - -	45	
Kitching, William - - - -	36	Sowden, William - - - -	33	
Kershaw, Frederick - - - -	25	Sawyer, John Brown - - - -	38	
King, John Richardson - - - -	55	Spink, John Thomas - - - -	34	
Kitching, John - - - -	51	Snowden, James - - - -	53	
Kendrich, Joseph - - - -	29	Scarr, George - - - -	29	
Linklater, Andrew - - - -	49	Saville, Charles - - - -	32	
Lamplough, Daniel Dunn - - - -	35	Seaton, William Pratt - - - -	37	
Lee, Francis George - - - -	39	Samman, Henry - - - -	27	
Lowther, William - - - -	34	Standidge, William - - - -	32	
Lumley, William - - - -	42	Spink, Frederick - - - -	30	
Leggott, George - - - -	39			
Leng, George - - - -	54	Tasker, John - - - -	31	
		Todd, Henry - - - -	51	
M'Innes, William - - - -	37	Tholander, Oscar - - - -	36	
Mitchell, Henry - - - -	48	Thornton, Robert - - - -	40	
Morley, John - - - -	36	Taylor, Joseph Whalley - - - -	34	
Marshall, Henry - - - -	37			
Moore, Thomas - - - -	37	Wright, John - - - -	47	
Mitchell, Thomas - - - -	50	Woodhead, Robert - - - -	32	
Monro, Alexander Richard - - -	34	Woodhead, Thomas - - - -	36	
Macleane, David - - - -	45	Whitehead, Joshua Naylor - - -	39	
Morgan, William - - - -	37	White, Andrew - - - -	36	
Mason, George - - - -	41	Watson, Robert - - - -	30	
Milestone, William - - - -	53	Wright, William - - - -	48	
Marshall, Thomas Sison - - - -	26	Walters, Nathan - - - -	34	
Moore, Charles - - - -	27	Watson, William - - - -	45	
Marshall, John - - - -	34	Wilkinson, Thomas Matthew - - -	49	
		Wright, George Sellers - - - -	33	
Nicholson, George Colville - - -	49	Whitehouse, Benjamin - - - -	37	
Northard, William - - - -	39	Wing, Joseph - - - -	31	
		Whittle, George - - - -	52	
Oliver, Samuel Hachett - - - -	33	Wills, Jarvis William - - - -	32	
		Wright, Thomas - - - -	42	
Packham, William - - - -	48	Wood, John - - - -	51	
Peck, Edward Robert - - - -	31			

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*PORT OF HULL—*continued.*PILOTS appointed and licensed for *New Holland*, in the County of *Lincoln*.

NAMES.	Ages.	NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Brewis, William Henry - - -	60	Morrill, William - - -	66	Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber, between New Holland aforesaid and the port of Kingston-upon-Hull, and also into and out of the said port of Kingston-upon-Hull.
Basketter, Charles - - -	56	Mearns, William Straton - - -	53	
Brown, Isaac - - -	37	Mellon, William Townend - - -	54	
Barnett, James - - -	53			
Blenkin, Martin - - -	49	Nicholson, Robert - - -	44	
Bond, William - - -	30	Newham, William - - -	54	
Bond, George - - -	27			
Brown, Henry - - -	35	Owbridge, John - - -	52	
Boxhall, Charles Frederick - - -	28			
		Pearson, William - - -	36	
Collis, William - - -	43	Parrott, Richard - - -	52	
Calvert, John - - -	54	Pudney, John - - -	29	
Clark, Edwin - - -	41	Pearson, John - - -	30	
Carr, William - - -	33			
Calvert, Richard - - -	38	Rogers, Edward - - -	62	
Cross, Henry - - -	27	Rowan, Thomas William - - -	48	
		Richardson, Isaac - - -	35	
Dickinson, James Thomas - - -	28	Rea, Edward - - -	33	
Dixon, Henry - - -	47	Rea, John - - -	30	
		Roberts, Edwin - - -	30	
Eshelby, Christopher - - -	52	Redfearn, George Henry - - -	31	
Eshelby, William Morley - - -	50			
Etherington, William - - -	38	Shay, William - - -	45	
		Stephenson, Christopher - - -	28	
Frost, Edmund - - -	64	Stocks, Joseph - - -	51	
Featherstone, Henry Hunt - - -	55	Smith, John - - -	40	
Frazer, Robert William - - -	24	Skelton, Thomas - - -	48	
		Sampson, William - - -	31	
Good, Thomas William - - -	31	Spence, James Thomas - - -	37	
Godfrey, John Samuel - - -	25	Stanford, George William - - -	37	
Harvey, John - - -	64	Thompson, William Cockerill - - -	41	
Hume, William - - -	40	Thompson, William - - -	44	
Jennesson, Joseph - - -	49	White, Charles - - -	56	
Jordan, John William - - -	25	Wilson, Thomas - - -	46	
		Ward, Pearson - - -	46	
Kilburn, John - - -	36	Ward, Hugh - - -	38	
		Wilkin, John - - -	41	
Lundie, Wellington - - -	62	Wallace, William Henry - - -	34	
Lamming, William Hollinshed - - -	57	Wilkin, George - - -	33	
Linwood, Thomas - - -	58			
Lancaster, Charles - - -	60	Wray, Thomas - - -	33	
Liversedge, William - - -	41	Wilson, Watson - - -	47	
Lefey, John William - - -	28	Wilkin, David - - -	37	
		Ward, John - - -	34	
Markham, Stephen - - -	62	Wright, James - - -	26	
Mundey, Edward - - -	30	White, Charles, the younger - - -	26	

MASTERS to whom Certificates have been granted for *New Holland*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Beels, John - - -	44	Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the port of Kingston-upon-Hull, and also into and out of the said port of Kingston-upon-Hull.
Tulstow, George - - -	33	
Pepper, Henry - - -	61	
Rushforth, Joseph - - -	47	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*PORT OF HULL—*continued.*

MASTERS to whom Certificates have been granted for *Great Grimsby*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
utts, Thomas - - - -	47	Into and out of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
relot, Louis - - - -	34	
rown, John Cuthbert - - -	38	
ruster, James - - - -	41	
artlett, Samuel Bradfield - -	43	
oleman, James - - - -	35	
urrie, William - - - -	32	
ripley, George - - - -	24	
ymery, Ambroise - - - -	41	
bbett, Samuel Robert - - -	40	
uittet, Etienne - - - -	52	
ibbs, Samuel - - - -	42	
arker, William John - - -	35	
ollingsworth, Alfred - - -	33	
awkins, Alexander Colvin - -	44	
iller, William - - - -	42	
asson, Theodore - - - -	31	
loré, Emile - - - -	31	
Miller, Thomas - - - -	38	
audin, Alphonse - - - -	38	
Pettersen, John - - - -	36	
Rutter, Edward - - - -	44	
eaton, William Pratt - - -	37	
Googood, James, the younger -	48	
Walker, Richard, senior - -	46	
Woods, John - - - -	34	
Westlake, John Rosier - - -	56	
Walsh, William Edwin - - -	60	

MASTER to whom a Certificate has been granted for *Great Grimsby*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

NAME.	Age.	SERVICE FOR WHICH LICENSED.
Beels, John - - - -	44	{ Into and out of the port of Great Grimsby, in the county of Lincoln, and upon any part of the Humber, between Grimsby Dock Basin and the Burcome Buoy (No. 4, black and white, vertically striped).

MASTER to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the Port of *Great Grimsby*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

NAME.	Age.	SERVICE FOR WHICH LICENSED.
Chapman, Levi - - - -	56	{ Into and out of the port of Kingston-upon-Hull, and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber between the said port of Kingston-upon-Hull and the said port of Great Grimsby.

MASTER to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the *River Humber*, between that Port and *Ferriby Sluice*, under the Act 17 & 18 Vict. c. 104.

NAME.	Age.	SERVICE FOR WHICH LICENSED.
Clarkson, Thomas - - - -	53	{ Into and out of the port of Kingston-upon-Hull, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River, called Ferriby Sluice, and <i>vice versa</i> .

RATES of PILOTAGE.

HULL - - - - } The Rates printed at pages 129 and 130 of Parl. Paper, No. 516 of 1855, are still in force.
 NEW HOLLAND }
 GREAT GRIMSBY - The Rates printed at page 45 of Parl. Paper, No. 354 of 1856, are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF HULL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads - - - -	-	- - -	-	- - -	8	14 15 -	-	- - -	23	38 14 9	1	1 10 -	32	54 19 9
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull - - - -	42	60 8 6	5	7 2 6	589	2,242 8 5	9	16 15 10	1,410	4,775 16 9	6	11 11 11	2,001	7,114 3 11
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull - - - -	4	4 13 -	1	1 - -	52	139 6 6	1	1 1 4	105	274 11 4	4	5 13 6	167	426 5 8
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull - - - -	1	- 13 9	2	2 8 4	27	62 4 5	4	4 13 4	71	163 11 5	10	11 10 9	115	245 2 -
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull - - - -	1	- 15 -	-	- - -	19	30 - - -	-	- - -	48	81 17 10	1	- 18 -	69	113 10 10
From Whitebooth Roads to the Port of Kingston-upon-Hull - - - -	-	- - -	-	- - -	4	8 17 -	-	- - -	21	20 5 6	1	- 16 3	26	24 18 9
Tidesworks, Attendances, &c. - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	425 18 10
TOTAL - - - -	48	65 10 3	8	10 10 10	699	2,402 11 4	14	22 10 6	1,678	5,354 17 7	23	32 - 5	2,470	8,404 19 9

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots -	140	£. s. d. 391 17 1

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks - - - -	1	- 19 3	4	4 8 -	83	201 2 10	14	18 2 5	415	997 17 7	17	20 13 5	534	1,243 3 6
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks - -	-	- - -	-	- - -	16	28 2 3	2	2 9 -	51	91 - 6	13	13 17 11	82	135 9 8
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks - - - -	-	- - -	-	- - -	3	3 7 2	1	- 11 8	31	47 19 6	1	1 3 10	36	53 1 2
TOTAL - - - -	1	- 19 3	4	4 8 -	102	232 12 3	17	21 3 1	497	1,136 16 7	31	35 15 2	652	1,431 14 4

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF HULL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
from Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff - - -	-	- - -	-	- - -	-	- - -	1	1 2 -	6	8 18 9	-	- - -	7	10 - 9
from the Port of Kingston-upon-Hull to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff - - -	2	4 12 6	2	2 12 6	5	19 17 6	-	- - -	9	29 - - -	-	- - -	18	56 2 6
from New Holland to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff - - - - -	1	3 3 -	-	- - -	-	- - -	-	- - -	23	59 6 9	-	- - -	24	62 9 9
from Hawke Roads, or Grimsby Roads, to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber - - - - -	-	- - -	-	- - -	1	1 7 -	-	- - -	1	1 11 -	-	- - -	2	2 18 -
from the Port of Kingston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber - - - - -	98	117 3 8	22	25 - 4	286	799 13 -	236	352 - 10	972	2,500 2 4	502	704 4 11	2,096	4,507 5 1
from the Port of Kingston-upon-Hull to the Spurn High Lighthouse bearing north-east - - -	-	- - -	4	5 12 -	3	6 19 -	29	39 4 8	14	19 9 6	59	66 6 -	100	137 11 2
from the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads - - - - -	-	- - -	-	- - -	1	1 - 6	-	- - -	-	- - -	2	1 16 -	3	2 16 6
from the Port of Kingston-upon-Hull to the Whitebooth Roads - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 17 -	-	- - -	1	- 17 -
from Hull to New Holland - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	7	2 7 6	7	2 7 6
Idesworks, Attendances, &c. - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	390 14 10
TOTAL - - -	101	124 19 2	28	33 4 10	276	823 17 -	206	392 7 6	1,026	2,628 5 4	570	774 14 5	2,267	5,173 3 1

Vessels from Ports and Places above Hull changing at Hull.	Number of Vessels.	Amount of Pilotage below Hull.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots -	120	£. s. d. 230 - -

PORT OF GRIMSBY.—(2.) OUTWARDS.

From the Grimsby Docks to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff - - - - -	-	- - -	1	1 4 -	4	10 15 -	2	3 10 9	16	38 14 10	3	4 5 10	26	58 10 5
From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber - - - - -	4	3 3 9	2	2 9 -	81	204 17 -	37	46 18 7	411	862 1 1	144	169 16 3	670	1,280 5 8
From the Grimsby Docks to the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber to the eastward of the point where the Spurn High Lighthouse bears north-east - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	6	11 6 -	-	- - -	6	11 6 -
TOTAL - - -	4	3 3 9	3	3 13 -	85	215 12 -	39	50 9 4	493	912 1 11	147	174 2 1	711	1,359 2 1

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF HULL—continued.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Commissioners acting under the *Humber* Pilot Act.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.	£. s. d.
To balance from last annual account - -	1,207 2 8	By amounts paid to pilots -	14,785 18 3	
To amounts received for licenses - - -	217 7 -	Less cutters - -	1,981 5 10	12,804 12 5
To amount received for fines - - -	24 8 9	By amounts paid for salaries - - -		279 2 -
To amount received for superannuated pilots -	318 13 6	By amounts paid to collectors at Grimsby, Goole, and Gainsborough - - -		220 15 11
To amount received for gross inward pilotage - - - - -	9,836 14 1	By amounts paid to pilot cutters - -		1,981 5 10
To amount received for gross outward pilotage - - - - -	6,532 5 2	By amounts paid to superannuated pilots -		393 6 6
To amount received for rentals - - -	1 6 -	By amounts paid to widows - - -		132 15 6
		By amounts paid for incidentals, as taxes, stationery, solicitors, tradesmen's bills, &c. - - - - -		223 13 11
		By amounts deducted from outward pilotage for apprentices, victuals and oil, boatmen, and Railway Company - - -		771 15 7
		By balance - - - - -		1,330 9 6
£.	18,137 17 2		£.	18,137 17 2

J. S. Richardson,
Clerk to the Commissioners.

Hull, 17 March 1877.

PORT OF GAINSBOROUGH.

BYE-LAWS.

The Bye-Laws printed at pp. 48 and 49 of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

MASTERS to whom Certificates have been granted under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Gledhill, William - - -	37	Into, and out of the Port of Gainsborough, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Jackson, Joseph - - -	41	
Parkinson, Joseph - - -	32	

Pilot appointed and licensed for the Port of *Gainsborough*, in the County of *Lincoln*.

Thompson, Enoch - - -	69	Into and out of the Port of Gainsborough, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
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RATES of PILOTAGE.

See Parl. Paper, No. 287 of 1860, p. 54. The Rates there referred to are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GAINSBOROUGH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.		T O T A L S.	
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Gainsborough-	-	- - -	-	- - -	1	2 5 6	1	2 5 6

(2.)—OUTWARDS.

From Gainsborough to Hull Roads	-	- - -	-	- - -	1	1 4 6	1	1 4 6
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received		By amount paid to Enoch Thompson	
for - - - - - { Inward pilotage	2 5 6	- - -	3 10 -
- - - - - { Outward pilotage	1 4 6		
£.	3 10 -	£.	3 10 -

Gainsborough, 31 January 1877.

W. Harrison, Pilot Master.

PORT OF GOOLE.

BYE-LAWS.

The Bye-Laws printed at pp. 49 and 50 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Ashton, Edward - - -	57	Into and out of the Port of Goole and the waters thereof, and upon any part of the River Humber, between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Clarke, William - - -	69	
Jewitt, Peter - - -	60	
Fratson, William - - -	50	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GOOLE—*continued.*NAMES OF PILOTS—*continued.*

MASTERS and MATES to whom Certificates have been granted under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Ayre, Charles - - - -	38	King, George James - - - -	37	Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Atkinson, Edward Peter - - - -	34	Leggott, George - - - -	39	
Brown, John - - - -	39	Lumley, William - - - -	42	
Cook, John - - - -	42	Lumley, John - - - -	47	
Cottam, George - - - -	41	Osburn, George - - - -	27	
Dimberline, William - - - -	30	Pearse, Henry W. - - - -	26	
Ellwood, John - - - -	33	Rothbarth, Heinerich Emil Ehrenfried	31	
Empson, Thomas - - - -	35	Spink, Frederick - - - -	30	
Eyre, Joseph - - - -	41	Snowden, James - - - -	53	
Gravell, William - - - -	50	Thornton, Robert - - - -	40	
Jackson, Thomas - - - -	37	Wright, John - - - -	47	
Ingleby, Christopher - - - -	42	Woodhead, Robert - - - -	32	
Ingleby, John - - - -	46	Woodhead, Thomas, jun. - - - -	36	
Kitwood, Thomas William - - - -	38	Watson, William - - - -	43	

RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 287 of 1860. The Rates there referred to still remain in force.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		Not Towed by Steam.		Towed by Steam.			
	Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole - -	49	34 1 3	53	78 11 11	2	2 2 -	60	94 13 6	164	209 8 8

(2.)—OUTWARDS.

From Goole to Hull Roads - -	58	45 9 5	29	43 11 3	-	- - -	59	79 12 9	146	168 13 5
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received { Inward pilotage -	209 8 9	By commission paid to pilot master - -	28 7 2
for - - - - { Outward pilotage	168 13 5	By amounts of pilotage paid to the several undermentioned pilots:	
		Peter Jewitt - - - -	84 14 10
		Edward Ashton - - - -	84 14 10
		Joseph Kellitt - - - -	17 1 8
		William Fratson - - - -	47 2 2
		William Clarke - - - -	82 7 3
		£. s. d.	
		By telegrams - - - -	1 2 -
		Stationery - - - -	18 6
		Stamps - - - -	5 2
			2 5 8
		By boating and railway expenses - -	28 11 5
		By extra men assisting ships in dock - -	6 3
		By three pilots' licenses - - - -	2 5 -
		By sundry expenses - - - -	5 10
£.	378 2 1	£.	378 2 1

Pilot Office, Goole, 11 January 1877.

Samuel Wright, Pilot Master.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF SPALDING.

BYE-LAWS.

The Bye-Laws printed at pp. 51 and 52 of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Cope, Samuel - - -	52	Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deeps called Boston Deep, so far as a certain buoy there called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the River Welland, in the Town of Spalding.
Johnson, John - - -	65	
Royce, Joseph, the younger -	36	

RATES of PILOTAGE.

The Rates printed at p. 58 of Parl. Paper, No. 174 of 1858, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Welland Setway to Fosdyke Bridge.	137	£. s. d. 54 - 6	2	£. s. d. 2 5 -	1	£. s. d. 1 4 -	140	£. s. d. 57 9 6

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway.	39	13 4 3	1	- 12 3	1	- 17 -	41	14 13 6
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
Gross amount received for		By renewal of licenses - - -	2 5 6
		By beacons and sundry expenses - - -	1 8 -
		By amount paid to pilots:	
Inward pilotage -	57 9 6	Cope, Samuel - - -	34 4 9
Outward pilotage -	14 13 6	Johnson, John - - -	34 4 9
		Royce, Joseph - - -	*
		* Royce is paid by the Welland Outfall Trustees, independently of the pilotage funds.	
£.	72 3 -	£.	72 3 -

John Kingston, Collector.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF WISBECH.

BYE-LAWS.

The Bye-Laws printed at pp. 51 to 54 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Burton, Edred - - -	37	Into and out of the Port and Harbour of Wisbech and the waters thereof, and from the Town of Wisbech, through the Cross Keys Bridge to the Lower Roads at sea, outwards; and from the said Lower Roads at sea through the Cross Keys Bridge to the said Town of Wisbech, inwards; and from and to all intermediate places between the said town and the said Lower Roads.
Butler, John - - -	54	
Durrington, Holland - - -	36	
Garner, John - - -	37	
Pilkington, Peter - - -	58	
Taylor, John, the younger - - -	38	

RATES of PILOTAGE.

The Rates printed at p. 130 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at Sea to the Cross Keys Bridge	52	44 9 9	62	72 12 10½	114	117 2 7½
From the Lower Roads at Sea to Wisbech - - -	43	57 12 9	146	253 17 9	189	311 10 6
For extra pilotage above the Cross Keys Bridge - - -	2	- 18 8	2	- 17 4	4	1 16 -
TOTAL - - -	97	103 1 2	210	327 7 11½	307	430 9 1½

(2.)—OUTWARDS.

From the Cross Keys Bridge to the Lower Roads at Sea	41	25 16 9	60	45 6 4½	101	71 3 1½
From Wisbech to the Lower Roads at Sea - - -	18	23 - -	129	182 16 8	147	205 16 8
From Wisbech to the Cross Keys Bridge - - -	-	- - -	2	- 12 -	2	- 12 -
TOTAL - - -	59	48 16 9	191	228 15 -½	250	277 11 9½

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received { Inward pilotage -	430 9 1½	By amount paid to pilots - - - -	708 - 11
for - - - - { Outward pilotage	277 11 9½		
£.	708 - 11	£.	708 - 11

Wisbech, 26 January 1877.

Fra. Jackson,
Secretary of the Sub-Commissioners of Pilotage.

Trinity House, Kingston-upon-Hull,
20 April 1877.

Edw. J. Wilson,
Secretary.

PORT OF LANCASTER.

BYE-LAWS, RULES, &c.

See p. 86 of Parl. Paper, No. 408 of 1867.

A leaguage of 1 l. 1 s. for every three miles outside of the present charge of 5 s. per foot line, as far as Morecambe Bay Light Ship, to be charged by the pilots.

NAMES of PILOTS.

John Grimshaw	-	-	-	aged 45	John Gerrard	-	-	-	aged 52	Limits:—From Sea to Glasson Dock, and from Glasson Dock to Sea.
Robert Gerrard	-	-	-	27	James Spencer	-	-	-	48	
Richard Raby	-	-	-	34	William Dickinson	-	-	-	64	
Richard Thompson	-	-	-	-	-	-	-	-	aged 52	Limits:—From Sunderland to Lancaster Quays, and from Lancaster Quays to Sunderland.

RATES of PILOTAGE.

See p. 87 of Parl. Paper, No. 408 of 1867. In addition to these Rates the pilots may charge 1 l. 1 s. for every three miles outside the present rate of 5 s. per foot line for leaguage, as far as Morecambe Bay Light Ship.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.				Not Towed by Steam.		Towed by Steam.			
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
m Sea to Glasgon Dock	15	17 2 -	10	34 15 6	8	37 13 6	5	18 14 -	32	125 18 -	71	234 3 -

(2.)—OUTWARDS.

From Glasson Dock to Sea	-	-	-	-	-	10	20 2 -	-	-	-	32	68 2 -	42	88 4 -
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	Cr.		£. s. d.
Gross amount received for - - - - -	Inward pilotage	- 234 3 -	Amount paid to pilots - - - - -		322 7 -
	Outward pilotage	- 88 4 -			
	£.	322 7 -		£.	322 7 -

5 February 1877.

John Walker, Clerk.

PORT OF LIVERPOOL.

BYE-LAWS, &c.

See pp. 88, 89, 90, 91, 92, and 93, of Parl. Paper, No. 408 of 1867.

NAMES and AGES of PILOTS and APPRENTICES.

NAME.	AGE.	RANK.	LICENSE.	NAME.	AGE.	RANK.	LICENSE.
No. 1 BOAT. SCHOONER "QUEEN."				No. 3 BOAT. SCHOONER "THE DUKE."			
William J. McCracken	59	Master -	Full.	James Crossley -	54	Master -	Full.
Henry Lancaster	57	Pilot -	ditto.	John Williams -	55	2nd ditto -	ditto.
William Taylor	47	ditto -	ditto.	John Jones -	59	Pilot -	ditto.
William Browne	47	ditto -	ditto.	George H. Rogers -	49	ditto -	ditto.
Frederick Simpson	44	ditto -	ditto.	Septimus Dixon -	49	ditto -	ditto.
John Wissett	43	ditto -	ditto.	James Higgin -	50	ditto -	ditto.
Charles S. Daniels	40	ditto -	ditto.	William T. Roberts -	47	ditto -	ditto.
George Parkinson	38	ditto -	ditto.	William Brewer -	44	ditto -	ditto.
George K. Dixon	54	ditto -	ditto.	John Walters -	43	ditto -	ditto.
John B. Sumner	36	ditto -	ditto.	Frederick C. Ashworth	41	ditto -	ditto.
Joseph E. Sumner	36	ditto -	ditto.	Anthony Little -	41	ditto -	ditto.
Thomas Reason	36	ditto -	ditto.	Thomas Edwards -	38	ditto -	ditto.
Charles H. Jones	36	ditto -	ditto.	Thomas G. Wilkin -	40	ditto -	ditto.
Henry Day	34	ditto -	ditto.	John Williams -	35	ditto -	ditto.
Edward Woods	33	ditto -	ditto.	Thorley Lester -	39	ditto -	ditto.
William H. Dawson	33	ditto -	ditto.	William Atherton -	32	ditto -	ditto.
Edward M. Jones	30	ditto -	ditto.	James S. Holmes -	32	ditto -	ditto.
David R. Dean	27	ditto -	ditto.	William Davies -	32	ditto -	ditto.
Ellis Taylor	27	ditto -	ditto.	William Jones -	30	ditto -	ditto.
John J. Campbell	29	ditto -	ditto.				
John G. Jones	26	Journeyman -	1,000 tons.	Richard Shaw -	48	Journeyman -	1,000 tons.
Robert H. Boulton	25	ditto -	ditto.	Henry J. Manchester	25	ditto -	ditto.
Thomas E. Parry	24	Apprentice -	500 tons.	Henry Laver -	24	ditto -	ditto.
William H. Blundell	18	ditto -	Unlicensed.				
John Morton	19	ditto -	ditto.	William H. Davies -	20	Apprentice -	500 tons.
Edward J. Ledger	17	ditto -	ditto.	Richard J. Gore -	22	ditto -	250 tons.
Robert Parry	17	ditto -	ditto.	Robert D. Garden -	23	ditto -	ditto.
James Allan	17	ditto -	ditto.				
No. 2 BOAT. SCHOONER "LEADER."				Joseph W. Johnson -	17	ditto -	Unlicensed.
William Jones	55	Master -	Full.	Charles H. Barnard -	18	ditto -	ditto.
John Williams	56	2nd ditto -	ditto.	Edward Beeson -	17	ditto -	ditto.
Richard H. Blundell	47	Pilot -	ditto.				
John Lawrenson	48	ditto -	ditto.	No. 4 BOAT. CUTTER "AUSPICIOUS."			
Brereton P. Evans	44	ditto -	ditto.	Robert Buddle -	55	Master -	Full.
Thomas W. Cockram	44	ditto -	ditto.				
William Cain	44	ditto -	ditto.	George Bridge -	52	Pilot -	ditto.
Benjamin Llewellyn	43	ditto -	ditto.	Joseph Harrison -	45	ditto -	ditto.
Thomas Lewis	43	ditto -	ditto.	William H. Diaper -	45	ditto -	ditto.
George Thompson	39	ditto -	ditto.	James M'Lean -	39	ditto -	ditto.
Frederick Schaivi	36	ditto -	ditto.	John Roberts -	35	ditto -	ditto.
Edward Hill	34	ditto -	ditto.	William D. McCulloch	35	ditto -	ditto.
John Scott	33	ditto -	ditto.	John Shepherd -	35	ditto -	ditto.
William Crane	33	ditto -	ditto.	George W. Irwin -	35	ditto -	ditto.
George H. Dean	33	ditto -	ditto.	Henry J. Evans -	33	ditto -	ditto.
William Jones	34	ditto -	ditto.	Richard B. Courtney	33	ditto -	ditto.
Thomas Dixon	30	ditto -	ditto.	Robert Miller -	30	ditto -	ditto.
George Dawson	31	ditto -	ditto.	James S. Warden -	32	ditto -	ditto.
Richard Owen	29	ditto -	ditto.	John S. Cottier -	28	ditto -	ditto.
William R. Owen	36	ditto -	ditto.				
William W. Webster	27	ditto -	ditto.	Thomas Martin -	51	Journeyman -	1,000 tons.
Robert Williams	47	Journeyman -	1,000 tons.	Henry L. Parry	24	ditto -	ditto.
David Christie	24	ditto -	ditto.	Henry Jones -	24	ditto -	ditto.
Richard Edwards	25	ditto -	ditto.	Daniel W. Wissett	31	ditto -	500 tons.
Thomas G. Roberts	22	Apprentice -	250 tons.	Thomas B. Bark -	44	ditto -	ditto.
John E. Brown	20	ditto -	ditto.				
Fred. W. T. Penney	17	ditto -	Unlicensed.	John A. Rutherford -	22	Apprentice -	ditto.
Alexander Abernethy	19	ditto -	ditto.	Frederick A. Roberts	21	ditto -	250 tons.
Charles E. Cannan	17	ditto -	ditto.	William Jones -	20	ditto -	Unlicensed.
George P. Buckley	18	ditto -	ditto.	Edward S. Chamberlin	18	ditto -	ditto.
				John A. Nicholson	17	ditto -	ditto.

PORT OF LIVERPOOL—continued.

NAME.	AGE.	RANK.	LICENSE.	NAME.	AGE.	RANK.	LICENSE.
No. 5 BOAT. SCHOONER "VICTORIA AND ALBERT."				No. 7 BOAT. SCHOONER "LANCASHIRE WITCH."			
Mark N. Bridge -	55	Master -	Full.	William Rowlands -	66	Master -	Full.
John Hughes -	57	2nd Master -	ditto.	Griffith Edwards -	52	Pilot -	ditto.
Joseph H. Hyslop -	56	Pilot -	ditto.	Edward Callwood -	46	ditto -	ditto.
Samuel Dean -	52	ditto -	ditto.	James Barber -	44	ditto -	ditto.
John Simpson -	46	ditto -	ditto.	Thomas Owen -	50	ditto -	ditto.
Robert M. Raleigh -	42	ditto -	ditto.	Hugh Jones -	49	ditto -	ditto.
Joseph Martin -	43	ditto -	ditto.	William A. Jervis -	41	ditto -	ditto.
Thomas S. Williams -	45	ditto -	ditto.	Owen Owen -	46	ditto -	ditto.
Hugh Jones -	38	ditto -	ditto.	John Beattie -	39	ditto -	ditto.
William Hullin -	32	ditto -	ditto.	Richard J. Owen -	38	ditto -	ditto.
Robert Lloyd -	33	ditto -	ditto.	William Jones (1) -	36	ditto -	ditto.
John H. Wilson -	33	ditto -	ditto.	Richard Williams -	36	ditto -	ditto.
John M. Horswell -	34	ditto -	ditto.	John Maybrick -	35	ditto -	ditto.
John L. Harris -	31	ditto -	ditto.	John P. Davies -	35	ditto -	ditto.
Rowland Dunnage -	33	ditto -	ditto.	Henry J. Hughes -	35	ditto -	ditto.
Richard Parry -	27	ditto -	ditto.	William Jones (2) -	31	ditto -	ditto.
William Morgan -	24	Journeyman -	1,000 tons.	William Roberts -	30	ditto -	ditto.
John R. Jones -	25	ditto -	ditto.	Henry P. Parry -	26	ditto -	ditto.
Thomas Evans -	33	ditto -	500 tons.	Hugh Evans -	25	Journeyman -	1,000 tons.
John Roberts -	38	ditto -	ditto.	Frederick S. Halpin -	25	ditto -	ditto.
Benjamin Drury -	23	Apprentice -	ditto.	John Evans -	25	ditto -	ditto.
John W. Jones -	23	ditto -	ditto.	David Jones -	22	Apprentice -	500 tons.
Charles E. Wilcox -	21	ditto -	Unlicensed.	Daniel Jones -	22	ditto -	250 tons.
John Simpson -	20	ditto -	ditto.	David Pritchard -	19	ditto -	Unlicensed.
James Wookey -	18	ditto -	ditto.	James F. Merchant -	18	ditto -	ditto.
				William Austin -	17	ditto -	ditto.
				Joseph A. Lloyd -	18	ditto -	ditto.
No. 6 BOAT. SCHOONER "PIONEER."				No. 8 BOAT. SCHOONER "PRIDE OF LIVERPOOL."			
John Pritchard -	59	Master -	Full.	Charles Christie -	63	Master -	Full.
John Bark -	48	2nd Master -	ditto.	John Thomas -	51	2nd Master -	ditto.
Joseph Davies -	51	Pilot -	ditto.	Thomas J. Smith -	50	Pilot -	ditto.
William Jones -	51	ditto -	ditto.	Hugh Williams -	47	ditto -	ditto.
Francis C. Beckett -	44	ditto -	ditto.	John Kirkman -	47	ditto -	ditto.
George Ledder -	47	ditto -	ditto.	William P. Owen -	46	ditto -	ditto.
Robert Corrin -	45	ditto -	ditto.	William Wilson -	41	ditto -	ditto.
Thomas Hughes -	45	ditto -	ditto.	Samuel Dawson -	45	ditto -	ditto.
George G. Bark -	35	ditto -	ditto.	James Horner -	39	ditto -	ditto.
John Williams -	42	ditto -	ditto.	Owen Griffiths -	38	ditto -	ditto.
James H. Irving -	41	ditto -	ditto.	William Long -	35	ditto -	ditto.
John Jones -	34	ditto -	ditto.	Robert R. Clarke -	35	ditto -	ditto.
Henry Dean -	35	ditto -	ditto.	Thomas Strother -	34	ditto -	ditto.
William R. Buckley -	34	ditto -	ditto.	William Hughes -	33	ditto -	ditto.
William Evans -	34	ditto -	ditto.	Richard R. Cotter -	33	ditto -	ditto.
Richard Leigh -	32	ditto -	ditto.	Edward Hughes -	28	ditto -	ditto.
James W. Wilson -	53	Journeyman -	1,000 tons.	Isaac Bell -	28	ditto -	ditto.
John Fieldhouse -	52	ditto -	ditto.	Charles F. Felton -	28	Journeyman -	1,000 tons.
Edward Griffiths -	26	ditto -	ditto.	James H. Hulley -	43	ditto -	ditto.
David Jones -	25	ditto -	ditto.	Charles Williams -	22	Apprentice -	500 tons.
Alfred G. Pearce -	23	Apprentice -	500 tons.	John B. Sale -	24	ditto -	ditto.
John A. Partington -	23	ditto -	ditto.	Thomas Owens -	24	ditto -	ditto.
David S. Jones -	20	ditto -	Unlicensed.	John A. E. Martin -	20	ditto -	Unlicensed.
William A. Brough -	19	ditto -	ditto.	Robert Allen -	19	ditto -	ditto.
Charles H. Malbon -	17	ditto -	ditto.	John Davies -	18	ditto -	ditto.
Thomas Darcy -	16	ditto -	ditto.				

PORT OF LIVERPOOL—continued.

NAME.	AGE.	RANK.	LICENSE.	NAME.	AGE.	RANK.	LICENSE.
No. 9 BOAT. SCHOONER "GUIDE."				No. 11 BOAT. SCHOONER "MERSEY."			
John Scott - -	60	Master - -	Full.	Robert Williams - -	58	Master - -	Full.
Jonathan Hodgson - -	50	Pilot - -	ditto.	Thomas Frith - -	53	2nd ditto - -	ditto.
Frederick Thornton - -	48	ditto - -	ditto.	Cornelius Lancaster - -	53	Pilot - -	ditto.
Robert Searchwell - -	52	ditto - -	ditto.	William Parry - -	51	ditto - -	ditto.
William Crane - -	45	ditto - -	ditto.	Richard Williams - -	43	ditto - -	ditto.
Samuel Porter - -	46	ditto - -	ditto.	David Owens - -	41	ditto - -	ditto.
Richard H. Whitford - -	40	ditto - -	ditto.	William Owen - -	39	ditto - -	ditto.
John Roberts - -	42	ditto - -	ditto.	Evan Jones - -	38	ditto - -	ditto.
William Leech - -	33	ditto - -	ditto.	Richard H. Richmond - -	38	ditto - -	ditto.
George Bird - -	33	ditto - -	ditto.	George R. Thompson - -	37	ditto - -	ditto.
Jonathan Hetherington - -	31	ditto - -	ditto.	Horatio Hawkins - -	36	ditto - -	ditto.
Richard Taggart - -	35	ditto - -	ditto.	William B. Bridge - -	33	ditto - -	ditto.
Thomas Deacon - -	38	ditto - -	ditto.	William Roberts - -	33	ditto - -	ditto.
William Taggart - -	39	ditto - -	ditto.	William Harrison - -	30	ditto - -	ditto.
John Bebington - -	30	ditto - -	ditto.	George Parry - -	29	ditto - -	ditto.
Thomas Leigh - -	27	ditto - -	ditto.	George M'Allister - -	25	ditto - -	ditto.
				Thomas Jones - -	28	ditto - -	ditto.
Robert Bispham - -	40	Journeyman - -	1,000 tons.	Thomas Lewis - -	25	Journeyman - -	1,000 tons.
William Davies - -	25	ditto - -	ditto.	William Hodgson - -	24	ditto - -	500 tons.
				Henry Madrell - -	45	ditto - -	ditto.
William Backhouse - -	23	Apprentice - -	500 tons.	William A. Henon - -	31	ditto - -	ditto.
John Bell - -	20	ditto - -	ditto.				
John O. Strange - -	21	ditto - -	250 tons.	William H. Colquitt - -	24	Apprentice - -	ditto.
Edward C. Harris - -	19	ditto - -	Unlicensed.	Thomas Parry - -	21	ditto - -	Unlicensed.
Richard Littler - -	18	ditto - -	ditto.	John J. Jones - -	17	ditto - -	ditto.
Ellis W. Hamer - -	18	ditto - -	ditto.	Nicholas Kelly - -	17	ditto - -	ditto.
				Henry Battarbee - -	19	ditto - -	ditto.
				John J. Peterson - -	17	ditto - -	ditto.
No. 10 BOAT. SCHOONER "CRITERION."				No. 12 BOAT. SCHOONER "PERSEVERANCE."			
John Jones - -	59	Master - -	Full.	George F. Burrows - -	57	Master - -	Full.
Charles Long - -	49	2nd ditto - -	ditto.	Henry Ennis - -	49	Pilot - -	ditto.
Richard Edwards - -	56	Pilot - -	ditto.	Peter Bennett - -	48	ditto - -	ditto.
John Christie - -	52	ditto - -	ditto.	James Atherton - -	45	ditto - -	ditto.
Joseph Holt - -	49	ditto - -	ditto.	William Jevons - -	46	ditto - -	ditto.
Henry Parry - -	46	ditto - -	ditto.	Henry Jones - -	45	ditto - -	ditto.
Thomas M. Parry - -	42	ditto - -	ditto.	William Whittle - -	46	ditto - -	ditto.
John Henderson - -	36	ditto - -	ditto.	William Coventry - -	45	ditto - -	ditto.
Daniel O'Neill - -	37	ditto - -	ditto.	Samuel Jones - -	40	ditto - -	ditto.
John Ennis - -	42	ditto - -	ditto.	James Smith - -	40	ditto - -	ditto.
John Morton - -	35	ditto - -	ditto.	Thomas Lewis - -	39	ditto - -	ditto.
Henry S. Blundell - -	34	ditto - -	ditto.	John Hughes (1) - -	40	ditto - -	ditto.
Thomas Forster - -	33	ditto - -	ditto.	William Evans - -	43	ditto - -	ditto.
Charles Jones - -	30	ditto - -	ditto.	Charles Dunnage - -	40	ditto - -	ditto.
Samuel B. Cannell - -	33	ditto - -	ditto.	Samuel Major - -	36	ditto - -	ditto.
Walter W. Dudley - -	27	ditto - -	ditto.	John Hughes (2) - -	37	ditto - -	ditto.
				Thomas Clayton - -	31	ditto - -	ditto.
James Munro - -	32	Journeyman - -	1,000 tons.	John Hogan - -	35	ditto - -	ditto.
John Little - -	24	ditto - -	ditto.	Hugh Hughes - -	30	ditto - -	ditto.
Robert B. Silcock - -	41	ditto - -	250 tons.	Joseph Halpin - -	27	ditto - -	ditto.
Robert M'Millan - -	32	ditto - -	ditto.	George K. Dixon - -	25	ditto - -	ditto.
				David Evans - -	35	Journeyman - -	500 tons.
George H. Jones - -	23	Apprentice - -	500 tons.	John W. Pass - -	23	Apprentice - -	250 tons.
John Tomkinson - -	21	ditto - -	250 tons.	William Lancaster - -	21	ditto - -	ditto.
William J. Felton - -	20	ditto - -	Unlicensed.	Robert J. Pedder - -	18	ditto - -	Unlicensed.
Edward Parry - -	19	ditto - -	ditto.	William H. Jevons - -	19	ditto - -	ditto.
Harry C. Cawson - -	20	ditto - -	ditto.	Joseph Askins - -	19	ditto - -	ditto.
Thomas H. Griffiths - -	19	ditto - -	ditto.	Robert L. Roberts - -	18	ditto - -	ditto.

PORT OF LIVERPOOL—continued.

RATES of PILOTAGE.

See p. 12 of Parl. Paper, No. 250 of 1872.

AMOUNT received for INWARD and OUTWARD PILOTAGE of VESSELS in 1876.

BRITISH VESSELS.													
OVERSEA.						COASTERS.						AMOUNT.	
INWARDS.				OUTWARDS.		INWARDS.				OUTWARDS.		INWARDS & OUTWARDS.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
463	27,971 12 11	674	3,688 14 10	3,946	16,371 4 9	69	217 19 3	2,269	2,048 9 6	154	196 3 9	10,575	50,494 5 -
FOREIGN VESSELS.												TOTAL AMOUNT.	
INWARDS.						OUTWARDS.		AMOUNT.				BRITISH and FOREIGN.	
								INWARDS and OUTWARDS.				INWARDS and OUTWARDS.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,246	8,887 3 -	308	1,669 11 -	1,518	5,106 12 6	3,072	15,663 6 6	13,647					66,157 11 6
Pilots' proportion of voluntary Pilotage - - -													1,029 - 2
												£.	67,186 11 8

Liverpool, 23 February 1877.

John Leece, Collector of Pilotage.

CASH STATEMENT of the LIVERPOOL PILOTAGE ANNUITY FUND, for the Year ended 1st January 1877.

Dr.	£. s. d.	Cr.	£. s. d.
To balance, 1st January 1876, viz.:		By annuities - - - - -	2,582 - 8
To amount invested in bonds of the Mersey Docks and Harbour Board - - 12,000 - -	£. s. d.	By salaries - - - - -	620 - -
To amount in the hands of A. Heywood, Sons & Co. - 623 15 1		By rent of office - - - - -	80 - -
To amount in the hands of treasurer - - - - - 271 4 -		By rates and taxes on office - - - - -	14 8 -
	12,894 19 1	By stationery and printing - - - - -	44 9 10
To per-centage on pilots' earnings - - - - - 2,051 18 -		By examination expenses - - - - -	105 - -
To interest on the above dock bonds - - - - - 534 10 1		By miscellaneous disbursements - - - - -	173 10 3
To interest allowed on bank account - - - - - 13 17 8			
To pilots' licenses - - - - - 1,023 15 -		By balance, 1st January 1877, viz.:	
To boat licenses - - - - - 66 3 -		By amount invested in bonds of the Mersey Docks and Harbour Board - - 12,000 - -	
To masters' and mates' certificates - - - - - 166 19 -		By amount in the hands of A. Heywood, Sons & Co. 1,153 14 6	
To fines and penalties - - - - - 54 9 6		By amount in the hands of treasurer - - - - - 33 11 1	
To sale of pilotage bye-laws - - - - - - 3 -			13,187 5 7
	£. 16,806 14 4		£. 16,806 14 4

Dock Office, 10 January 1877.

W. H. Livesey, Chief Accountant.

PORT OF LLANELLY.

BYE-LAWS, RATES, &c.

See p. 12 of Parl. Paper, No. 251 of 1868.

NAMES of PILOTS.

David Richards - - - aged 61	John Edwards - - - aged 49	John Evans - - - aged 41
John Perrott (1) - - - 58	Henry Winch - - - 65	Joseph Edmonds - - - 36
William Hughes - - - 68	David Thomas - - - 47	Richard Richards - - - 41
William Lewis (1) - - - 63	Thomas Phillips - - - 53	John Thomas - - - 38
Phillip Beynon - - - 57	David Edwards - - - 46	John Charles - - - 38
John Gay - - - 58	David Bonnell - - - 44	John Treharne - - - 34
John Williams - - - 56	William Lewis (2) - - - 43	David Williams - - - 38
Thomas Colebrook - - - 58	William Williams (1) - - - 37	Isaac Arnold - - - 30
John Perrott (2) - - - 47	Richard Arnold - - - 37	William Williams (2) - - - 28
Thomas Perrott - - - 47	William Richards - - - 45	Hector Rees - - - 62

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly - -	849	1,040 16 8	117	170 12 10	5	5 8 11	103	107 3 11	1,074	1,324 2 4

(2.)—OUTWARDS.

From Llanelly to Sea - -	831	543 3 4	161	177 1 1	-	- - -	120	68 9 6	1,112	788 13 11
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Note.—The rates are the same, whether vessels are towed by steam or not.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	596 17 6	By amount paid for pilotage - - -	2,123 8 4
To amount received as contribution to super- annuation, pilots' and widows' fund - -	195 12 2	By amount paid for or in respect of pilot boats - - - - -	411 5 1
To gross amount received { Inward pilotage -	1,324 2 4	By amount paid for pensions or super- annuations - - - - -	233 18 6
for - - - { Outward pilotage -	788 13 11	By amount paid for pilots' doctor - -	11 19 -
To amount received for pilot cutters - -	464 9 1	By balance carried to next account - -	604 19 1
To amount received from other sources, pilots' doctor - - - - -	15 15 -		
£.	3,385 10 -	£.	3,385 10 -

15 January 1877.

C. N. Broom, Secretary.

PORT OF NEWCASTLE-UPON-TYNE.

Under the Jurisdiction of the Trinity House of Newcastle-upon-Tyne.

BYE-LAWS, REGULATIONS, &c.

BYE-LAWS made by the Corporation of the Trinity House of the Port of *Newcastle upon-Tyne*, for the Regulation and Government of the Sea and River Pilots of the River Tees.

1. FROM and after the promulgation of these bye-laws, all and every the bye-laws, rules, orders, and regulations heretofore in force with respect to the pilots and pilotage of the Tees shall be, and the same are, hereby rescinded, and in lieu thereof the Corporation of the Trinity House do hereby make and ordain the following bye-laws:—

Pilot Superintendent.

2. The duties of the pilot superintendent shall be as follows:—
To exercise supervision and control, under the Board, over all the pilots and apprentices, so as to see that the Act and these bye-laws are duly observed.

To obtain from the pilots a report of all occurrences affecting the services on which the Master and Brethren of the Trinity House, the Sub-Commissioners appointed by them for the River Tees, or the pilot superintendent aforesaid may require information.

To hear and determine such differences as may arise between the pilots or apprentices.

To prevent the employment of unlicensed pilots.

To inquire into complaints made against pilots by masters and owners of vessels and others interested, and into circumstances attending cases of collision or loss when vessels have been under charge of a pilot.

To take soundings of the bar and channel from time to time, and especially to draw the earliest attention of the harbour master to the River Tees Conservancy Commissioners, and of the Sub-Commissioners of Pilotage, to any alterations in the state of the bar, or the deep water channels.

To assist in obtaining the monthly returns from the pilots of the vessels piloted by them.

To see that pilots' cables are properly numbered in figures of not less than 15 inches in length, commencing at No. 1, and continuing in numerical order.

To keep a register and character book, in which shall be recorded the name and description of each pilot's apprentice, the date of his entering the service, and any particulars of conduct during the service.

To introduce steady, sober, and qualified young men as they stand in the register book for examination for licenses.

To assist in the examination of persons applying for licenses, either as first or second class pilots, for either the river or sea pilotage.

To carry out all orders and regulations of the Trinity House and Sub-Commissioners, which may be from time to time issued, relative to the piloting of vessels or other matters within the scope of his duties.

To report to the Trinity House and Sub-Commissioners, from time to time, in a book to be kept for that purpose, on all the above subjects, and also on all cases of misconduct or breach of the bye-laws that may come to his knowledge on the part of any of the pilots, and to record the sentence or punishment passed or imposed for the same.

All instances of neglect of duty shall be brought before the Trinity House and Sub-Commissioners, and the pilot superintendent shall not compromise any offence of a pilot.

Pilots.

3. There shall be two classes of pilots, namely, first and second class. First class pilots may conduct vessels of any tonnage. Second class pilots may (except in cases of necessity) conduct vessels not exceeding 200 tons register burthen. Any vessel exceeding the above tonnage which may from necessity take on board a second class pilot, shall, if possible, exchange him for a first class pilot out of any boat she may meet, and every pilot shall state his true position in the service to the master of any vessel which he may take in charge.

4. Every pilot shall use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others, and shall behave himself with strict sobriety and due respect towards the owners, masters, and officers thereof, and shall not leave his vessel until she is safely anchored or moored in the river or in dock, and shall, within 24 hours after his leaving the ship, report to the Sub-Commissioners all accidents, if any, which may have happened to such vessel while under his direction. He shall always have with him, when on duty, a copy of these bye-laws, his license, and a pilot flag, as described in Bye-law No. 13. On taking charge of a vessel he shall, if required, exhibit his license to the officer in command. In the case of vessels outward bound from any dock or basin to within the district, he shall repair on board at least two hours before high water, to ascertain if the vessel of which he is about to take charge is ready for sea or to anchor in the river. He shall obey and execute all orders received from the Trinity House Sub-Commissioners or pilot superintendent.

No pilot shall be absent from duty without the permission of the pilot superintendent.

5. Every pilot shall, on receiving his license, pay to the Sub-Commissioners a fee of 40s., and for the annual renewal of his license 10s., and for the annual renewal of any license in place of one lost, 10s. Pensioners to be exempted from payment of the annual renewal fee.

6. Each pilot shall make returns, on forms to be furnished at the office of the superintendent of pilots, of the vessels piloted by him, with the amount of pilotage received in each case, and each sea pilot shall pay 1s. for every ship piloted outwards, and each sea pilot having only an "in" branch, 6d. for every vessel piloted inwards, and each river pilot 1s. for every ship piloted inwards in the river.

Such returns and payments shall be made by each pilot at least once per month at the office of the superintendent of pilots, and in default of his so doing within five days from the end of each month, he shall in each case be fined 2s. 6d.

These payments shall be placed to the credit of the Sea Pilots' and River Pilots' Funds respectively, and shall be applied in the same manner as the other monies belonging to these funds.

Pilots' Apprentices.

7. Candidates for apprenticeship will be required to prove that they are able to read and write correctly, and that they have a competent knowledge of arithmetic before they can be considered eligible for the pilot service.

8. All candidates for the pilot service shall be bound apprentices for five years to a licensed pilot who has a boat of his own, and no apprentice shall leave the service of the pilot to whom he is bound without permission from his master and the pilot superintendent; and on application for examination for a pilot's license, proof shall be required in all cases of the satisfactory completion of the five years' term of service. Each apprentice shall serve one year of the above term on board ship, either in the coal or Baltic trade, and shall serve three months of such year on board of steam ships, but such service shall be made at such period of his apprenticeship as may be approved of by the pilot superintendent.

9. The proposed indentures and satisfactory testimonials, including a surgeon's certificate that the candidate is of sound health shall in every case be submitted to the Trinity House or Sub-Commissioners, and after the indentures have been approved and signed by the master and apprentice, they shall not be cancelled by any private agreement without the permission of the Trinity House or Sub-Commissioners, but the Trinity House shall have the power of cancelling any such indenture, either at the request of the parties, or upon any misconduct on the part of the apprentice deserving, in the judgment of the Trinity House and Sub-Commissioners, of such punishment, and all indentures shall, by express stipulation therein contained,

PORT OF NEWCASTLE-UPON-TYNE—continued.

NAMES of PILOTS—continued.

<i>Hartlepool on Tees.</i>											
James Pounder - - -	-	-	aged 58	Charlton Dobson, jun. - - -	-	-	aged 42	Joseph Shell - - -	-	-	aged 57
John D. Watt - - -	-	-	58	William Scott, sen. - - -	-	-	40	Thomas Shell - - -	-	-	51
William Watt - - -	-	-	55	John Scott, jun. - - -	-	-	39	William Walker, sen. - - -	-	-	66
Richard Hunter - - -	-	-	54	George Scott - - -	-	-	38	Bartholomew Stevenson - - -	-	-	66
Bartholomew Huntridge - - -	-	-	46	Moses Appleby - - -	-	-	38	William Walker, jun. - - -	-	-	50
Michael Snowdon - - -	-	-	56	John Marshall, jun. - - -	-	-	37	James Lilburn - - -	-	-	52
Samuel Hodgson - - -	-	-	38	Thomas Dobson - - -	-	-	35	William Wilson - - -	-	-	50
Thomas Pounder - - -	-	-	49	Ralph Dobson - - -	-	-	37	Ralph Wilson - - -	-	-	29
Matthew Pounder - - -	-	-	47	Robert Ellemore - - -	-	-	35	<i>Whitby.</i>			
Peter Watt - - -	-	-	50	John Hudson, jun. - - -	-	-	35	William Belton - - -	-	-	aged 82
William Hodgson - - -	-	-	53	Frederick Quilter, jun. - - -	-	-	37	John Douglas - - -	-	-	58
				George Marshall - - -	-	-	32	John Cass - - -	-	-	59
				John Scott, jun. - - -	-	-	33	Thomas Thompson - - -	-	-	55
				William Scott, jun. - - -	-	-	37	Samuel Lacey - - -	-	-	47
				Thomas Miller, jun. - - -	-	-	31	James Gray - - -	-	-	50
				James Rush Scott - - -	-	-	30	Francis Davison Forrest - - -	-	-	55
				Richard Hudson - - -	-	-	31	James Swallow - - -	-	-	—
				<i>Holy Island.</i>				<i>Warkworth Amble.</i>			
				Thomas Cromarty - - -	-	-	aged 43	John Norman - - -	-	-	aged 73
				Thomas Walker - - -	-	-	62	George Robinson - - -	-	-	66
				John Walker - - -	-	-	30	Robert Matthews - - -	-	-	47
				David Markwell - - -	-	-	34	John Matthews - - -	-	-	45
				George Kyle - - -	-	-	32	Thomas Anderson - - -	-	-	44
				George Markwell - - -	-	-	55	Benjamin Matthews - - -	-	-	42
				John Beadnell - - -	-	-	52	William Turnbull - - -	-	-	68
				James Beadnell - - -	-	-	37	<i>North Sunderland.</i>			
				William Beadnell - - -	-	-	42	Thomas Walker, sen. - - -	-	-	aged 81
				William Lilburn - - -	-	-	40	James Robson - - -	-	-	55
				George Lilburn - - -	-	-	53	Michael Robson - - -	-	-	61
				George Douglas - - -	-	-	52	William Robson - - -	-	-	65
				George Allison - - -	-	-	62	Robert Cuthbertson - - -	-	-	60
				Ezekiel Allison - - -	-	-	34	William Cuthbertson - - -	-	-	34
				Benjamin Kyle - - -	-	-	53	George Norris - - -	-	-	73
				Matthew Kyle - - -	-	-	42				
				Thomas Kyle - - -	-	-	44				

RATES of PILOTAGE.

Port of Middlesbro' and Tees, &c.

TEES Rates from 1st April to 1st October, 1*s.* 9*d.* per foot; from 1st October to 1st April, 2*s.* per foot.
TEES River Pilotage all the year round, 1*s.* 9*d.* for each foot of water.

TEES Rates for Docking and Transporting.

				£. s. d.							£. s. d.							
Vessels not exceeding 200 tons register				-	-	-	5	-	Vessels not exceeding 1,000 tons register				-	-	-	17	6	
"	"	400	"	-	-	-	7	6	"	"	1,500	"	-	-	-	1	-	
"	"	600	"	-	-	-	10	-	"	"	2,000	"	-	-	-	1	5	
"	"	800	"	-	-	-	15	-	Vessels exceeding 2,000				"	-	-	-	1	10

Ships over 400 tons register shall pay one halfpenny per ton on the excess of tonnage above 400 tons, in addition to the above pilotage dues.
Vessels having sea-boards shall pay 5 s. in addition to the above rates.

NORTH SEA and EAST COAST.—The amount of pilotage as agreed for.

SEAHAM.—Rates from 1st April to 1st October, 1 s. 3 d. per foot; from 1st October to 1st April, 1 s. 6 d. per foot.

PORT OF NEWCASTLE-UPON-TYNE—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.		T O T A L S.	
	C O A S T E R S.		O V E R S E A.					
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Tees to Middlesbro' - -	175	£. s. d. 151 7 7	270	£. s. d. 244 6 8	284	£. s. d. 276 5 1	729	£. s. d. 671 19 4
From Tees to Blyth - - -	314	168 8 9	156	90 3 6	173	96 11 -	643	355 3 3
From Tees to Seaham - - -	1,377	709 4 3	119	67 6 9	41	26 19 3	1,537	803 10 3
From Tees to Holy Island - -	49	26 9 -	-	- - -	-	- - -	49	26 9 -
From Tees to Whitby - - -	211	106 8 -	14	8 17 9	8	5 18 9	233	121 4 6
From Tees to North Sunderland -	23	10 15 3	-	- - -	-	- - -	23	10 15 3
From Tees to Warkworth Amble -	97	51 - 9	-	- - -	-	- - -	97	51 - 9
From Tees to Alnmouth - - -	23	11 - 9	1	- 11 3	-	- - -	24	11 12 -
TOTAL - - -	2,269	1,234 14 4	560	411 5 11	506	405 14 1	3,335	2,051 14 4

(2.)—OUTWARDS.

From Middlesbro' to Tees - -	235	291 10 3½	236	311 1 4	181	194 19 2½	652	797 10 10
From Blyth to Tees - - -	181	102 13 6	340	300 12 6	170	128 9 6	641	531 15 6
From Seaham to Tees - - -	1,342	1,076 8 3	105	91 2 -	40	29 14 9	1,487	1,197 5 -
From Holy Island to Tees - -	43	24 5 6	-	- - -	-	- - -	43	24 5 6
From Whitby to Tees - - -	174	79 17 -	4	2 12 -	8	3 15 3	186	86 4 3
From North Sunderland to Tees -	20	8 15 6	-	- - -	-	- - -	20	8 15 6
From Warkworth Amble to Tees -	97	74 17 3	-	- - -	-	- - -	97	74 17 3
From Alnmouth to Tees - - -	19	4 17 6	-	- - -	-	- - -	19	4 17 6
TOTAL - - -	2,061	1,663 4 9½	685	705 7 10	399	356 18 8½	3,145	2,725 11 4

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted INTO and OUT of the above Ports.

VESSELS.	No. of Vessels.	Total Pilotage.	The Total Amount for Inwards and Outwards inclusive.	
INWARDS :		£. s. d.		
British - - - - -	2,829	1,646 - 3		
Foreign - - - - -	506	405 14 1		
OUTWARDS :				
British - - - - -	2,746	2,368 12 7½		
Foreign - - - - -	399	356 18 8½		
TOTAL - - -	6,480	4,777 5 8		

1 February 1877.

Fra. Smith, Secretary.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

MIDDLESBOROUGH.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	292 14 -	By amount paid for salaries of secretary, clerk, and office expenses - - - -	50 16 6
To amount received as contribution to superannuation or widows' fund - - -	63 9 6	By amount paid for pensions or superannuations - - - - -	49 - -
To amount of interest, less income tax -	12 4 1	By balance carried to next account - -	268 11 1
£.	368 7 7	£.	368 7 7

PORT OF NEWCASTLE-UPON-TYNE—*continued.*ACCOUNT—*continued.*

B L Y T H.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
Amount received as contribution to superannuation or widows' fund - - -	31 - 4	By balance from last account - - -	744 11 2
Balance to next account - - -	800 8 1	By amount paid for salaries of secretary, clerk, and office expenses - - -	70 14 11
£.	831 8 5	By amount paid for rent of offices, &c. - - -	16 2 4
		£.	831 8 5

S E A H A M.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
Balance brought from last account - -	119 5 5	By amount paid for salaries of secretary, clerk, and office expenses - - -	30 10 2
Amount received as contribution to superannuation or widows' fund - - -	20 - -	By amount paid for pensions or superannuations - - -	12 - -
Amount of interest, less income tax -	5 10 2	By balance carried to next account - -	102 5 5
£.	144 15 7	£.	144 15 7

H O L Y I S L A N D.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
Amount received as contribution to superannuation or widows' fund - - -	6 5 -	By balance from last account - - -	110 14 1
Balance to next account - - -	114 9 1	By amount paid for salaries of secretary, clerk, and office expenses - - -	10 - -
£.	120 14 1	£.	120 14 1

W H I T B Y.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
Amount received as contribution to superannuation or widows' fund - - -	11 11 6	By balance from last account - - -	288 11 9
Balance to next account - - -	285 10 7	By amount paid for salaries of secretary, clerk, and office expenses - - -	7 10 4
£.	297 2 1	By amount paid for pensions or superannuations - - -	1 - -
		£.	297 2 1

W A R K W O R T H A M B L E.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
Amount received as contribution to superannuation or widows' fund - - -	1 15 -	By balance from last account - - -	217 15 6
Balance to next account - - -	221 - 6	By amount paid for salaries of secretary, clerk, and office expenses - - -	5 - -
£.	222 15 6	£.	222 15 6

N O R T H S U N D E R L A N D.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
Amount received as contribution to superannuation or widows' fund - - -	1 9 9	By balance from last account - - -	240 11 6
Balance to next account - - -	244 1 9	By amount paid for salaries of secretary, clerk, and office expenses - - -	5 - -
£.	245 11 6	£.	245 11 6

1 February 1877.

Fra. Smith, Secretary.

PORT OF NEWPORT (MONMOUTH).

BYE-LAWS, REGULATIONS, and RATES.

See pp. 39 and 40 of Parl. Paper, No. 292 of 1875.

NAMES of PILOTS.

William Watts - aged 35	Henry Edmonds - aged 25	James Pearce - aged 41
Thomas Jones - - 41	David Prosser - - 63	Wm. H. Scantlebury - 39
Thomas S. Weeks - 42	Edward Small - - 41	Isaac Davies - - 33
Henry J. Fry - - 46	James Lewis - - 39	Samuel Gilmore - - 32
Abraham Gilmore - 68	James Jones - - 33	Thomas Cox - - 34
George Morgan - - 38	John Davies - - 30	Richard Ireland - - 28
William H. Jukes - 39	James Comerford - 51	W. H. Fisher - - 34
J. G. Gould - - 37	Thomas Phillips - - 58	John Adams - - 36
Daniel Jones - - 76	David James - - 57	Isaac Gilmore - - 28
Henry Ray - - 46	William Ray - - 43	John H. Cox - - 29
George Nash - - 66	E. T. Goldsworthy - 44	William Thompson - 25

Limits:—That portion of Bristol Channel which lies to eastward of Lundy Island, up and including King Road and River Usk, as far as Caerl Bridge.

NAMES of APPRENTICES.

John Thompson - aged 16	John White - aged 15	Sydney Adams - aged 22	M. H. Griffiths - aged
John Davies - - 15	William J. Pearce - 12	William Ray - - 15	James Comerford -
Elijah Cox - - 18	John Davies - - 15	Lorenzo Brown - - 21	George J. Cox - -
Alfred Adams - - 14	John H. Pugsley - 15	Henry J. Fry - - 15	H. T. Goldsworthy -
Henry T. C. Bissen - 16	John Phillips - - 14	James M'Attee - - 14	John Critchley - -

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From River's Mouth to Newport -	26	£. s. d. 24 3 6	50	£. s. d. 47 19 -	20	£. s. d. 16 13 6	96	£. s. d. 88 16 -
From Holms to Newport -	145	275 15 6	336	594 1 -	189	289 12 6	670	1,159 9 -
From Nash Point to Newport -	55	174 7 -	150	463 8 6	83	206 - -	288	843 15 6
From Ilfracombe to Newport -	7	30 10 -	46	195 12 -	56	189 11 -	109	415 13 -
From Lundy Island to Newport -	4	33 12 -	42	266 2 6	103	503 13 6	149	803 8 -
TOTAL - - -	237	538 8 -	624	1,567 3 -	451	1,205 10 6	1,312	3,311 1 6

(2.)—OUTWARDS.

From Newport to River's Mouth -	29	26 6 -	28	33 17 6	25	15 10 -	82	75 13 6
From Newport to Holms -	157	289 19 -	303	510 13 -	186	271 15 6	646	1,072 7 6
From Newport to Nash Point -	34	104 18 6	189	628 15 6	92	254 - 6	215	987 14 6
From Newport to Ilfracombe -	2	8 16 -	24	105 1 -	17	68 7 -	43	182 4 -
From Newport to Lundy Island -	5	35 17 -	54	339 19 6	99	516 17 6	158	892 14 -
TOTAL - - -	227	465 16 6	598	1,018 6 6	419	1,126 10 6	1,244	3,210 13 6

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	3,183 19 4	By amount paid for salaries of secretary, clerk, and other officers - - -	100 - -
To amount of fees received from applicants for licenses and certificates - - -	38 17 -	By amount paid for rent of offices, &c. -	50 - -
To amount received from other sources:		By amount paid for pensions or superannuations - - - - -	75 10 -
Collectors' fees - - - £. 181 2 -		By incidental expenses, printing, stationery, and deputations - - - - -	150 6 11
Poundage - - - - 399 16 4		By balance carried to next account - -	3,623 9 4
To dividend on Consols - - - - -	580 18 4		
To dividend on Monmouthshire Railway Stock - - - - -	5 11 10		
To interest on Newport Dock Company's Debentures - - - - -	34 2 1		
To rent received from Harbour Commissioners - - - - -	130 17 8		
	25 - -		
£.	3,999 6 3	£.	3,999 6 3

21 February 1877.

William C. Webb, Secretary.

PORT OF SUNDERLAND.

BYE-LAWS and REGULATIONS.

See p. 86 of Parl. Paper, No. 276 of 1875.

NAMES of PILOTS.

Master Pilots.

Richard Dobson - - - aged 81	William Potts - - - aged 57
Michael Thurlbeck - - - 69	John Carter - - - 59
John Thurlbeck - - - 67	George Gibbins - - - 71
Henry Rush - - - 64	John Sanderson - - - 65
Thomas Donkin - - - 71	William Watson Welch - - - 60
Michael Thurlbeck - - - 61	Thomas Potts - - - 49
George Thurlbeck - - - 59	Edward Brown - - - 47
James Lickus Atkinson - - - 64	Edward Brown - - - 51
Thomas Rowell - - - 69	James Liddell - - - 50
Henry Kidney - - - 77	John Donkin - - - 58
Michael Thurlbeck - - - 60	Matthew Wake - - - 58
John Hopper - - - 58	George Wilson - - - 66
John Brown - - - 59	Edward Hodgson Scott - - - 51
Michael Hall - - - 61	John Henry - - - 54
John Scott - - - 60	William Henry - - - 46
Edward Morley - - - 57	Edward Brown - - - 47
Francis Ward Taylor - - - 65	Robert Noble - - - 45
William Scott - - - 56	Paul Wayman - - - 46

*Limits :—*For navigating, piloting, and conducting vessels of all descriptions within Pilotage district of the Port of Sunderland.

First Class Pilots.

Robert Lindsay - - - aged 50	George Stafford - - - aged 33
William Brown - - - 49	James Rush - - - 35
Richardson Gibbins - - - 46	Parker Donkin - - - 35
Edward Mordey - - - 59	James Septimus Hopper - - - 34
Edward Brown - - - 47	William Dodds - - - 35
Charles Alder - - - 54	Robert Brown - - - 42
James Morley - - - 44	James Taylor - - - 33
William Brown - - - 44	Thomas Brown Thurlbeck - - - 33
Thomas Brown Patterson - - - 41	John Tindle Dodds - - - 37
John Gills - - - 45	John Jobling - - - 34
George Gibbins - - - 46	Robert Tindle Dodds - - - 33
William Alder - - - 51	Thomas Tindle Dodds - - - 33
Matthew Metcalf - - - 43	John Smith - - - 33
William Brown - - - 41	Henry Rush - - - 34
Henry Metcalf - - - 44	Matthew Wake - - - 34
Richardson Donkin - - - 44	William Thurlbeck - - - 30
John Patterson - - - 39	Abram Thompson - - - 30
Featherstone Moore - - - 41	James Rush - - - 30
William Thurlbeck - - - 48	John Burton Brown - - - 35
James Davison - - - 47	Joseph Lindsay - - - 35
John Cuthbertson Scott - - - 40	James Smith Atkinson - - - 30
Matthew Donkin - - - 41	Michael Hall - - - 30
Matthew Metcalf - - - 49	Henderson Brown Wake - - - 30
William Brown - - - 45	Henry Rowell - - - 36
Thomas Hopper - - - 40	Thomas Potts - - - 33
James Macintosh - - - 47	Charles Donkin - - - 34
William Willing - - - 48	Matthew Donkin - - - 31
Thomas Donkin - - - 42	Lionel Henry - - - 31
Simon Williamson Dixon - - - 47	John Clavering Alder - - - 28
George Lindsay - - - 45	Francis Ward Taylor - - - 27
Thomas Wrightson - - - 46	William Gibbins - - - 31
William Elemore - - - 41	James Potts - - - 27
Robert Henry Thompson - - - 45	William Alder, the younger - - - 26
Atcheson Scott - - - 41	Robert Downs - - - 26
John Welch - - - 49	Thomas Rowell - - - 26
William Watson - - - 36	George Wilson - - - 27
Thomas Brown - - - 37	Richardson Gibbins, the younger - - - 28
William Elliott - - - 46	Anthony Harrison - - - 40
John Mundy Wake - - - 36	Joseph Henry - - - 27
John Carter - - - 35	Thomas Robson - - - 26
Thomas Willing - - - 44	Jacob Thurlbeck - - - 33
James Brown - - - 37	

*Limits :—*For navigating, piloting, and conducting vessels of all descriptions within Pilotage district of the Port of Sunderland

PORT OF SUNDERLAND—continued.

NAMES of PILOTS—continued.

Second Class Pilots.

Thomas Carter - - - aged 52	Joseph Wake - - - aged 25	<i>Limits :—For navigating, piloting, and conducting vessels of not exceeding 150 tons register within the Pilotage district of the Port of Sunderland.</i>
William Hall - - - 75	William Brown - - - 26	
Edward Henry - - - 64	George Hall - - - 24	
Thomas Hall - - - 28	John Henry Thompson - - 23	
Robert Munday Wake - - - 30	George Gibbins, the younger - 24	
Edward Hodgson Scott - - 29	William Welch - - - 26	
Michael Thurlbeck - - - 28	Charles Fairlam Alder - - 25	
John Scott - - - 27	William Allison - - - 30	

NAMES of APPRENTICES.

William Holmes Lindsay - aged 23	John Gibbins - - - aged 18	To learn the art and business of a pilot, and to assist generally in the Pilotage service.
Matthew Metcalf - - - 22	William Elliott - - - 18	
William Rush - - - 21		

RATES of PILOTAGE.

See p. 88 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Port - - -	3,796	2,563 2 6	933	688 12 6	95	70 11 6	607	501 11 6	5,431	3,823 18 -

(2.)—OUTWARDS.

From Port to Sea - - -	3,972	3,743 4 6	1,364	1,543 12 -	26	19 13 -	640	602 12 -	6,002	5,909 1 6
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PORT OF SUNDERLAND —continued.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	46 3 -	By amount paid for salaries of secretary, clerk, and other officers -	165 12 -
To amount of fees received from applicants for licenses and certificates -	282 - -	By amount paid for pensions or superannuations -	164 18 -
To amount received for fines and forfeitures -	- 10 -	By amount paid for stamps and stationery -	1 14 6
To amount received from other sources, viz.:		By amount paid for printing and advertising -	3 12 6
Fees for pilot boat licenses -	7 15 -	By amount paid for office cleaning and coals -	9 6 6
Payments received from pilots under Bye-law VII. -	173 12 -	By amount paid for sundries, including repairs -	1 6 3
One year's interest on 3,850 <i>l.</i> , and six months' interest on 250 <i>l.</i> , invested with the River Wear Commissioners, less Property Tax -	176 16 4	By amount paid for new flags supplied to pilots -	8 13 9
£.	686 16 4	By amount invested with the River Wear Commissioners, on security of their Consolidated Revenue, at 4½ per cent. interest -	250 - -
		By balance carried to next account -	81 12 10
		£.	686 16 4

9 May 1877.

J. G. Morris, Clerk.

PORT OF SWANSEA.

BYE-LAWS, RATES, &c.

See p. 27 of Parl. Paper, No. 178 of 1871.

NAMES of PILOTS.

See p. 34 of Parl. Paper, No. 292 of 1876. Omit the names of James Mitchell, No. 7; John Morris, No. 8; William Ace, No. 24; Richard Gordon, No. 32; and William Prust, No. 47. Add the name of Charles Grove.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.			(2.)—OUTWARDS.		
DISTANCE for which Piloted.	Number of Vessels.	Amount.	DISTANCE for which Piloted.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
From Sea to Swansea - -	3,366	4,269 9 -	From Swansea to Sea - -	3,433	2,158 8 6

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	2,447 3 9	By amount paid to pilots -	4,703 18 10
To amount of fees received from applicants for licenses and certificates -	130 14 6	By amount paid for or in respect of pilot boats, hobbler, &c. -	1,723 18 8
To amount received as contribution to superannuation fund -	157 10 6	By amount paid for pensions or superannuations -	164 17 6
To gross amount received { Inward pilotage -	4,269 9 -	By balance carried to next account -	2,688 15 1
for { Outward pilotage -	2,158 8 6		
To amount received for interest on money invested -	118 3 10		
£.	9,281 10 1	£.	9,281 10 1

11 April 1877.

Lewis Thomas, Clerk.

PORTS OF THE TYNE.

BYE-LAWS, RATES, &c.

See p. 115 of Parl. Paper, No. 251 of 1868, and p. 27 of Parl. Paper, No. 260 of 1872.

NAMES of PILOTS.

SEA PILOTAGE DISTRICT.

<i>Licensed to pilot Vessels into and out of Shields Harbour.</i>									
Ralph Burn (1)	-	-	aged 75	John Hutchinson (1)	-	aged 64	Edward Tindle -	-	aged 40
William Chambers	-	-	73	Michael Purvis -	-	57	John Purvis (2)	-	40
Gilbert Young	-	-	70	Thomas Chambers	-	53	John L. Burn	-	39
Thomas Young (1)	-	-	68	Thomas Young (2)	-	52	William Purvis (3)	-	43
Lancelot Burn (1)	-	-	68	George Ayre	-	52	Jacob Burn	-	41
Matthew J. Lawson	-	-	68	John Peel	-	49	Edward Peel	-	41
John Ramsey (1)	-	-	67	John Wright (1)	-	49	Henry Stephenson	-	37
John Harrison (1)	-	-	67	James Coats	-	49	Edward Purvis	-	38
James Young (1)	-	-	67	Lancelot Burn (2)	-	49	John H. Burn	-	38
William Wright	-	-	65	Richard Purvis (1)	-	48	Andrew Purvis (3)	-	38
William Nevens	-	-	75	Thomas Houlshby	-	50	William Marshall (2)	-	37
Henry Young (1)	-	-	65	Ralph Shotton	-	50	John Bone (2)	-	38
John Burn	-	-	64	Robert Bone	-	50	William Stephenson	-	38
Alexander Bone	-	-	63	Robert Harrison	-	48	John B. Wells	-	38
Robert Purvis (1)	-	-	62	George Tindle (2)	-	47	William Tjnmouth (2)	-	37
George Burn	-	-	62	William Thurlbeck	-	49	John C. Stephenson	-	36
Robert Young (1)	-	-	62	Martin Purvis	-	47	Matthew Rutledge	-	57
Robert Tully	-	-	62	Michael Donkin	-	48	William Smith	-	55
Henry Young (2)	-	-	62	Henry Burn	-	45	Michael Wheldon	-	46
John C. Stephenson (1)	-	-	60	Charles Pearson	-	44	Benjamin Heron	-	39
James Young (2)	-	-	60	James Purvis	-	48	John Morton	-	36
John Bone (1)	-	-	59	Thomas Tindle	-	48	John Houlshby	-	37
Robert Philips (1)	-	-	59	Ralph Burn (2)	-	48	John Wright (2)	-	37
James Chambers	-	-	59	William Purvis (1)	-	48	Robert Young (2)	-	36
James Blair	-	-	60	Charles Cleet	-	46	John Hutchinson (2)	-	36
Andrew Harrison	-	-	59	Thomas Stephenson	-	44	George T. Chambers	-	35
John S. Tindle	-	-	58	Joseph Coats	-	45	John Purvis (3)	-	35
William Young (1)	-	-	58	William Chambers	-	44	John Bone (3)	-	34
Andrew Purvis (1)	-	-	—	John Ramsey (2)	-	43	Andrew Purvis (4)	-	34
George Grieves	-	-	57	Andrew Purvis (2)	-	43	Thomas Young (3)	-	34
Benjamin Wright	-	-	57	William Purvis (2)	-	43	James Wright	-	35
Robert Blair	-	-	56	Charles Burn	-	43	Thomas Young (4)	-	33
Ralph Harrison	-	-	56	Anthony Ramsey	-	42	Robert Purvis	-	34
James Tindle	-	-	57	William Tinmouth (1)	-	42	Matthew Young	-	33
James Stephenson (1)	-	-	55	Lancelot Burn (3)	-	45	Heslop Wright	-	34
John Grieves	-	-	54	Thomas Marshall (1)	-	45	Thomas Marshall	-	33
Jacob Harrison (1)	-	-	53	William Marshall (1)	-	42	Robert Chambers (2)	-	33
William Blair	-	-	54	James Morrison	-	41	Robert Chambers (3)	-	32
John Purvis (1)	-	-	54	John Harrison (2)	-	41	Charles Chambers	-	32
George Thurlbeck	-	-	53	George Smith	-	40	Robert M. Young	-	32
John E. Young	-	-	55	Thomas Nevens	-	40	Thomas Bone	-	32
William C. Stephenson	-	-	56	Thomas Tinmouth	-	40	James Stephenson	-	32
Robert Chambers (1)	-	-	55	Gilbert Purvis	-	47	Thomas Wells	-	31
George Tindle (1)	-	-	51	Richard Purvis (2)	-	45	Robert Philips (2)	-	31
George Young	-	-	55	Benjamin Peel	-	47	Thomas Young (5)	-	31
Henry Tully	-	-	52	Thomas Purvis	-	43	John Marshall	-	30
				Edward Ramsey	-	39	Jacob Harrison	-	29
				Joseph Chambers	-	39	Matthew Heslop	-	31
				Jacob Bone	-	39	William Purvis (4)	-	32
							David Young	-	30
							Thomas S. Stephenson	-	31
							George Harrison	-	30

PORTS OF THE TYNE—continued.

NAMES of PILOTS—continued.

SEA PILOTAGE DISTRICT—continued.

Licensed to pilot Vessels, not exceeding 200 tons registered burthen, into and out of Shields Harbour.

John S. Blair	-	-	aged 30
William Wright	-	-	30
Peter K. Stephenson	-	-	30
James W. Mackey	-	-	29
William Young	-	-	29
William O. Thurlbeck	-	-	28
Thomas C. Purvis	-	-	29
Lancelot B. Marshall	-	-	28
Joseph Marshall	-	-	28
Robert Bains	-	-	28
Jacob B. Hodgson	-	-	27
James Purvis	-	-	27
Richard Harrison	-	-	28
John Phillips	-	-	—
George Young	-	-	—
Arthur L. Burn	-	-	27
James A. Ramsey	-	-	27
John W. Thurlbeck	-	-	27

Pilots at Cullercoats, licensed to pilot Vessels into Shields Harbour.

William Storey	-	-	aged —
John Clark	-	-	59
John Taylor	-	-	62
Robert Pearson	-	-	47
Joseph Robinson	-	-	56
Robert Taylor	-	-	50
Andrew Taylor	-	-	57
Bartholomew Taylor	-	-	55
John Forster	-	-	42
James Jefferson	-	-	51
John Pearson	-	-	43
John Smith	-	-	51

Masters of Home Trade Passenger Ships licensed to pilot their Vessels into and out of Shields Harbour.

Alexander M. Walker	-	-	aged —
John Cracknell	-	-	-
George Figgins	-	-	-
Robert Webster	-	-	-
David Campbell	-	-	-
Alexander Cay	-	-	-
Joshua Whitehead	-	-	-
Andrew Linklater	-	-	-
Hugh Giddes	-	-	-
Robert Nichols	-	-	-
Ralph Goundry	-	-	-
James Urquhart	-	-	-
John B. Watson	-	-	-
Robert Beacher	-	-	-
John W. Searle	-	-	-
Charles Rawson	-	-	-

RIVER PILOTAGE DISTRICT.

Licensed to pilot Vessels up the River Tyne, from the Northumberland and the Tyne Docks to Newcastle Bridge.

Alexander Donkin	-	-	aged 80
William Wilson	-	-	76
John C. Watson	-	-	65
William Bedlington (1)	-	-	68
John S. Knowles	-	-	60
Thomas Stott	-	-	48
Joseph Freeman	-	-	43
George Wilson	-	-	38
John Brown	-	-	35
William Strachan	-	-	35
George R. Emmerson	-	-	47
John Peat	-	-	38
John Watson	-	-	35

Joseph Watson	-	-	aged 32
Thomas Reed	-	-	33
Matthew Brown	-	-	48
Joseph Blair	-	-	64
Peter Cree	-	-	57
John Wilson (2nd Class)	-	-	36
William Bedlington (2) (2nd Class)	-	-	32
John Heron	-	-	48
William Reed	-	-	21

Licensed to pilot Vessels down the River Tyne, from Newcastle Bridge to the Northumberland and the Tyne Docks.

William S. Storey	-	-	aged 75
John Dixon	-	-	63
George Redhead	-	-	59

Joseph Blackett	-	-	aged —
William Daglish	-	-	-
John Hotter	-	-	-
Anthony Redhead	-	-	-
James Morton	-	-	-
Matthew P. Morton	-	-	-
Henry Strachan	-	-	-
William T. Turnbull	-	-	-
Richard B. Young	-	-	-
Peter L. Wheldon	-	-	-
Thomas Freeman	-	-	-
Thomas O. Hardy	-	-	-
William Brown	-	-	-
Henry Dixon (2nd Class)	-	-	-
James Foster (2nd Class)	-	-	-
Philip Young (1st Class)	-	-	-
James Morton (1st Class)	-	-	-

NORTH SEA PILOTAGE DISTRICT.

Licensed to pilot Vessels in the North Sea, outside the limits of any Pilotage Authority.

Isaac Wallis	-	-	aged —
John Cunningham	-	-	62
Edward W. Gray	-	-	62
Joseph London	-	-	59
John McDonald	-	-	66
William Taylor	-	-	57
George Gibb	-	-	66

William Pearson	-	-	aged 62
James Oliver	-	-	56
William Tait	-	-	65
William Proctor	-	-	58
James Jackson	-	-	57
John Bell (1)	-	-	62
William Grieves	-	-	66
George Stephenson	-	-	61
John Buck	-	-	61
George Elliott	-	-	63
William Crowell	-	-	57

John Bell (2)	-	-	aged —
David Goodsir	-	-	-
Thomas Eltringham	-	-	-
Edwin Fox	-	-	-
Mark A. Hill	-	-	-
Joseph Adams	-	-	-
Edmund Ellis	-	-	-
James Newton	-	-	-
John B. Petrie	-	-	-
James Burn	-	-	-
Thomas Todd	-	-	-

NAMES of APPRENTICES.

John Thomas Cree, aged 18; Henry Clark Stephenson, aged 19.

SUMMARY OF RETURNS AS TO PILOTS.

Number of Pilots in Sea Pilotage District	-	-	-	-	-	-	-	177
Number of Pilots in River Pilotage District	-	-	-	-	-	-	-	42
Number of Masters of Ships certificated to pilot their own Vessels	-	-	-	-	-	-	-	16
Number of North Sea Pilots	-	-	-	-	-	-	-	29

Aggregate Number - - - 264

PORTS OF THE TYNE—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Shields - - - -	2,952	2,645 4 4	1,339	1,355 7 9	2,075	1,699 8 9	6,366	5,700 - 10
From Shields to Newcastle - - -	913	724 18 5	369	335 9 11	413	324 5 6	1,695	1,384 13 10
TOTAL - - -	3,865	3,370 2 9	1,708	1,690 17 8	2,488	2,023 14 3	8,061	7,084 14 8

(2.)—OUTWARDS.

From Shields to Sea - - - -	3,104	3,305 9 3	2,298	2,941 4 8	2,133	2,163 - 1	7,535	8,409 14 -
From Newcastle to Shields - - -	963	806 15 9	435	434 12 1	431	359 8 1	1,829	1,600 15 11
TOTAL - - -	4,067	4,112 5 -	2,733	3,375 16 9	2,564	2,522 8 2	9,364	10,010 9 11

TOTAL NUMBER of BRITISH and FOREIGN VESSELS
Piloted into the Tyne.TOTAL NUMBER of BRITISH and FOREIGN VESSELS
Piloted out of the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.	VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.			£. s. d.
ENGLISH - - - - -	5,573	5,061 - 5	ENGLISH - - - - -	6,800	7,488 1 9
FOREIGN - - - - -	2,488	2,023 14 3	FOREIGN - - - - -	2,564	2,522 8 2
TOTAL - - -	8,061	7,084 14 8	TOTAL - - -	9,364	10,010 9 11

ACCOUNT of all MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

GENERAL ACCOUNT.

Dr.	£. s. d.	Cr.	£. s. d.
To proportion of general expenses chargeable to the Sea Pilotage District Account	198 2 11	By salaries - - - - -	383 8 -
		By printing, stationery, and advertising -	28 17 6
		By auditor, for auditing accounts - -	5 5 -
To proportion of general expenses chargeable to the River Pilotage District Account - - - - -	304 17 6	By office rent - - - - -	30 - -
		By law expenses - - - - -	26 7 2
		By miscellaneous disbursements - - -	29 2 9
£.	503 - 5	£.	503 - 5

PORTS OF THE TYNE—*continued.*ACCOUNT, &c.—*continued.*

SEA PILOTAGE DISTRICT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.
To balance brought from last year's account	11,010	10	3	By expenses of pilots' committee - - -	24	9
To amount received for superannuation or widows' fund - - - - -	489	19	-	By subscription to Ingham Infirmary, South Shields - - - - -	6	6
To fees for annual renewal of licenses and certificates - - - - -	76	-	-	By subscription to North Shields Dispensary	1	1
To fees for new licenses and certificates -	26	10	-	By salary of assistant pilot superintendent -	25	-
To fines and forfeitures - - - - -	13	15	-	By rent of office at coble landing - - -	16	-
To fees for indenture of an apprentice -	-	5	-	By proportion of expenses brought from general account - - - - -	198	2
To interest on monies invested - - -	497	10	6	By amount paid for pensions - - -	638	10
				By miscellaneous disbursements - - -	12	2
				By balance carried to next year's account -	11,192	17
£.	12,114	9	9	£.	12,114	9

RIVER PILOTAGE DISTRICT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.
To balance brought from last year's account	16,939	7	8	By expenses of pilots' committee - - -	10	19
To amount received for superannuation or widows' fund - - - - -	214	11	-	By subscription to the Newcastle Infirmary -	5	5
To fees for annual renewal of licenses -	15	-	-	By subscription to the Ingham Infirmary -	2	2
To fines and forfeitures - - - - -	-	17	6	By salary of deputy pilot superintendent at Newcastle - - - - -	35	-
To fees for new licenses - - - - -	6	-	-	By proportion of expenses brought from general account - - - - -	304	17
To interest on monies invested - - -	757	2	6	By amount paid for pensions - - -	548	-
				By donation to the widow of the late Thomas Stewart, sea pilot - - - - -	10	-
				By miscellaneous disbursements - - -	1	11
				By balance carried to next year's account -	17,020	3
£.	17,932	18	8	£.	17,932	18

NORTH SEA PILOTAGE DISTRICT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.
To balance brought from last year's account	2	17	10	By expenses of pilots' committee - - -	1	8
				By balance carried to next year's account -	1	9
£.	2	17	10	£.	2	17

Tyne Pilotage Commission Office,
Custom House Buildings, South Shields,
13 April 1877.

George Lyall, Secretary.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

RULES and REGULATIONS, and RATES.

See p. 51 of Parl. Paper, No. 204 of 1874.

NAMES of PILOTS.

Alexander Gilbert	-	-	aged 58	James Guthrie	-	-	aged 68	David Sim	-	-	-	aged 43
Alexander Whyte	-	-	-	William M'Birnie	-	-	-	Jacob Tait	-	-	-	-
William Brown	-	-	-	Peter Hood	-	-	-	Richard Wallace	-	-	-	-

AMOUNT received for PILOTAGE of VESSELS in 1876.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
4 d. per ton - - - -	324	382 12 5	-	- - -	-	- - -	324	401 19 5
of Master's Fees - - - -	-	19 7 -	-	- - -	-	- - -	-	- - -
4½ d. per ton - - - -	-	- - -	30	120 15 11	-	- - -	30	128 5 5
of Master's Fees - - - -	-	- - -	-	7 9 6	-	- - -	-	- - -
4½ d. per ton - - - -	-	- - -	-	- - -	27	78 13 5	27	83 6 5
of Master's Fees - - - -	-	- - -	-	- - -	-	4 13 -	-	- - -
TOTAL - - - -	324	401 19 5	30	128 5 5	27	83 6 5	351	613 11 3

Note.—Only one charge is made at this Port for both Inward and Outward Pilotage, and this Return includes Outward Pilotage for the Year. A Steam Tug belonging to the Trustees is now employed in the Pilotage Service, and is made use of whenever the state of the wind or tide or sea renders it necessary or advantageous.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
Gross amount received { Inward pilotage -	582 1 9	By amount paid for collector's commission, at 2½ per cent. - - - -	15 6 9
for - - - - { Outward pilotage }		By amount paid for or in respect of pilot boats, buoys, &c. - - - -	226 14 -
amount received for pilot master's fees -	31 9 6	By amount paid to seven pilots - - - -	340 1 -
		By amount retained by harbour trustees, for pilot master's salary - - - -	31 9 6
	£. 613 11 3		£. 613 11 3

13 January 1877.

W. K. Macdonald, Clerk.

PORT OF ABERDEEN.

REGULATIONS and RATES of PILOTAGE.

See p. 52 of Parl. Paper, No. 232 of 1873.

NAMES of PILOTS.

James Robertson	-	-	aged 56	Alexander Morrice	-	-	aged 65	Thomas Walker	-	-	aged 2
John Guyan	-	-	44	John Caie	-	-	55	John Brand	-	-	3
Anthony Baxter	-	-	57	Alexander Allan	-	-	43	William Smith	-	-	7
Alexander Noble	-	-	38	James Morrice	-	-	43	William Guyan	-	-	5
Alexander Fowler	-	-	61	John Main	-	-	41	Alexander Baxter	-	-	5
William Smith	-	-	69	Alexander Paterson	-	-	41	Alexander Morrice	-	-	3
William Morrice	-	-	57	John Walker	-	-	37				

NAMES of ASSISTANTS.

William Allan	-	-	aged 36	Andrew Morrice	-	-	aged 34	James Walker	-	-	aged 2
James Guyan	-	-	26	Alexander Allan	-	-	61	John Masson	-	-	3
Andrew Fowler	-	-	57	Andrew Forbes	-	-	26	George Guyan	-	-	6
John Mitchell	-	-	43								

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Aberdeen Harbour and Dock.	1,948	£. s. d. 1,052 19 9	123	£. s. d. 114 15 -	3	£. s. d. 1 10 -	202	£. s. d. 188 15 -	2,276	£. s. d. 1,357 19 9

(2.)—O U T W A R D S.

From Aberdeen Harbour and Dock to Sea.	895	£. s. d. 423 10 6	22	£. s. d. 15 5 -	60	£. s. d. 25 5 -	97	£. s. d. 55 12 6	1,074	£. s. d. 519 13 -
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ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for - - - - -	Inward pilotage -	1,357 19 9	By amount paid to pilots - - - - -		
	Outward pilotage -	519 13 -			
	£.	1,877 12 9		£.	1,877 12 9

6 February 1877.

W. Gordon, Secretary.

PORT OF AYR.

BYE-LAWS, &c.

See pp. 116 and 117 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

William Stewart	-	-	-	-	aged 48	Robert Lees	-	-	-	-	-	aged 40
Arthur Redmond	-	-	-	-	66	John Collins	-	-	-	-	-	32
William M'Kinnon	-	-	-	-	48	William Morrison	-	-	-	-	-	30
Robert M'Creadie	-	-	-	-	56							

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
'rom the Bar to the Harbour -	744	246 10 10	731	243 1 9	2	2 14 3	20	16 13 3	1	- 10 2	1	- 6 10	-	- - -	12	12 9 4	1,511	522 6 -

(2.)—OUTWARDS.

From the Harbour to the Bar -	216	82 8 11	1,261	408 - -	-	- - -	20	18 10 8	-	- - -	1	- 6 10	-	- - -	13	12 10 7	1,511	522 6 -
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RATES of PILOTAGE.

2d. per ton on foreign-going vessels; 1½d. per ton on coasting vessels.

Oversea vessels, 1d. per ton inwards and 1d. per ton outwards.

The Rates of Pilotage are the same for vessels whether towed or not by steam, the rate being low and the distance short.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received		By amount paid for wages to pilots - -	410 3 -
for - - - - -		By amount paid for boats, &c. - - -	16 8 3
Inward pilotage -	522 6 -	By balance expended in harbour improve-	618 - 9
Outward pilotage -	522 6 -	ments - - - - -	
	£. 1,044 12 -		£. 1,044 12 -

12 March 1877.

John Pollock, Secretary.

PORT OF DUNDEE.

REGULATIONS and TABLE of RATES.

See pp. 118 to 124 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

James Knight - - - aged 50	James White - - - aged 54	John MacLagan - - - aged
John Chambers - - - 48	George Baird - - - 45	Charles Webster - - -
James Cockerell - - - 38	William Ferrier - - - 45	Frederick Edward - - -
John Martin - - - 49	George Keith - - - 44	*David Henderson - - -
Alexander Fergusson - - - 62	Peter Lawson - - - 38	James Wilson - - -

* Harbour Pilot only.

SUPERNUMERARIES:—William Wills; James Baird; Frederick Jones.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From Buoy of Tay to Dundee Docks -	92	135 14 6	169	470 2 4	13	16 17 6	260	592 1 4	534	1,214 15
From Buoy of Tay to Dundee Roads -	15	13 11 1	2	2 15 -	2	2 1 6	25	26 13 5	44	45 1
From Dundee Roads to Dundee Docks -	4	2 6 9	3	2 16 10	5	2 17 4	7	5 13 10	19	13 14
TOTAL - - -	111	151 12 4	174	475 14 2	20	21 16 4	292	624 8 7	597	1,273 11

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay -	97	143 5 7	119	305 8 3	13	19 15 3	246	559 19 7	475	1,028 8
From Dundee Roads to Buoy of Tay -	3	3 9 2	1	2 5 -	1	1 5 6	4	4 17 7	9	11 17
From Dundee Docks to Dundee Roads -	4	1 19 -	-	- - -	8	3 10 8	2	1 17 -	14	7 6
TOTAL - - -	104	148 13 9	120	307 13 3	22	24 11 5	252	566 14 2	498	1,047 12

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s.
To balance brought from last account -	3 1 7	By amount paid for salaries of secretary, clerk, and other officers - - -	205 -
To gross amount received { Inward pilotage	1,273 11 5	By amount of wages paid to pilots - - -	915 16
for - - - - { Outward pilotage	1,047 12 7	By amount of bonuses paid to pilots - - -	655 4
To amount of pilotmaster's fees - -	156 7 -	By amount of sums paid to extra pilots and petty disbursements - - -	57 8
To amount of salvage - - - -	150 - -	By amount of provisions furnished to pilots -	239 8
To amount received from other sources -	68 11 -	By amount paid for keeping cutters in good condition, insurance, coals, &c. - -	352 1
To amount of interest on bank account -	1 5 2	By amount of salvage paid to pilots - - -	142 10
		By amount of sinking fund - - - -	100 -
		By amount of superannuation fund - - -	27 -
		By amount of dividend to subscribers - -	4 10
		By balance carried forward to next account -	1 10
£.	2,700 8 9	£.	2,700 8

PORT OF DUNDEE—continued.

SINKING FUND ACCOUNT.

Dr.	£. s. d.	Cr.	£. s. d.
balance brought from last account - - -	553 14 1	By amount repaid subscribers - - -	500 - -
cash deposited in bank - - -	100 - -	By balance carried to next account - - -	154 9 7
interest on bank account - - -	- 15 6		
£.	654 9 7	£.	654 9 7

SUPERANNUATION FUND ACCOUNT.

Dr.	£. s. d.	Cr.	£. s. d.
cash deposited in bank - - -	27 - -	By balance carried to next account - - -	27 1 -
interest on bank account - - -	- 1 -		
£.	27 1 -	£.	27 1 -

9 February 1877.

William Thoms, Clerk.

PORT OF FRASERBURGH.

REGULATIONS, RATES, &c.

See p. 57 of Parl. Paper, No. 232 of 1873.

NAMES of PILOTS.

Alexander Noble - - - aged 46	Joseph Dalgevaw - - - aged 76	James Burnett - - - aged 29
an Buchan - - - - 50	Alexander Noble - - - - 56	James Burnett - - - - 36
vid Noble - - - - 26	John Noble - - - - 25	Andrew Buchan - - - - 47

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
from two miles Seaward to the Harbour	269	£. s. d. 96 17 -	30	£. s. d. 13 2 -	16	£. s. d. 7 2 6	65	£. s. d. 3 10 -	380	£. s. d. 140 11 6

(2.)—OUTWARDS.

from the Harbour to the Bay - -	221	78 19 -	80	29 17 6	25	10 4 -	53	19 14 -	379	138 14 6
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
gross amount received { Inward pilotage -	140 11 6	By amount of pilotage fees collected by the	
for - - - - { Outward pilotage -	138 14 6	shoremaster and paid over to the pilots -	279 6 -
£.	279 6 -	£.	279 6 -

11 January 1877.

Robert Sutherland, Clerk.

PORT OF GLASGOW.

BYE-LAWS enacted by the *Clyde* Pilot Board.

See pp. 126 to 128 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Alexander Alexander - - - aged 62	Alexander M'Millan - - - aged 42	James F. Braddon - - - aged 36
Dugald Campbell - - - 61	James M'Kay - - - 44	John Cameron - - - 32
John Campbell - - - 65	John M'Kelvie - - - 60	David Cairney - - - 31
John Cumming - - - 41	James G. Martin - - - 58	Peter Clelland - - - 36
Robert Crooks - - - 56	Thomas Montgomery - - - 39	Andrew Hamilton - - - 42
David Fenton - - - 36	Magnus Park - - - 63	Archibald Livingston - - - 41
James Hendry - - - 45	Luke Skelly - - - 65	James M'Canish - - - 42
James Higham - - - 55	James Stewart - - - 45	Robert W. Moir - - - 38
Walter Hooks - - - 54	James U. Stewart - - - 51	Angus Paterson - - - 36
Neil Leitch - - - 49	William Tulloch - - - 44	Archibald Stirling - - - 40
Alexander M'Dougal - - - 50	John Wyllie - - - 64	Richard Sweet - - - 30
William M'Callum - - - 43	Peter Arthur - - - 32	Henry Thomson - - - 36
James M'Chleary - - - 57	James Barrie - - - 31	Peter Williams - - - 36

RATES of PILOTAGE.

	£. s. d.		£. s. d.
Shifting vessels in harbour, under 500 tons - - -	7 6	Leven Pilotage:	
Shifting vessels in harbour, 500 tons and upwards - - -	10 -	All vessels under 100 tons register - - -	5 -
All vessels to and from Renfrew, Paisley Water, and Dalmuir, to be charged the same as a shift; but if required to go more than once for the same vessel, the pilot to be paid for expenses, every time after the first - - -	2 6	All vessels over 100 tons and under 500 tons - - -	7 6
Attending launch - - -	15 -	All vessels of 500 tons and upwards - - -	10 -
And per tide detention - - -	5 -	And per tide detention - - -	5 -
Bowling and Dumbarton, the same rate as to or from Greenock.		Steam vessels, when in the River, to remain as they are. All vessels towed to be allowed one-fifth off the full rates.	
		Trial trips:--All vessels from 500 to 1,000 tons register, per ton register - - -	1 -
		And for every additional 100 tons - - -	5 -
		And for detention over 24 hours, per day - - -	7 6
		Gareloch rate to remain as it is, but when a pilot is kept on board after compasses are adjusted, he shall be entitled for detention per day to - - -	7 6
		Vessels under 500 tons register going on a trial trip - - -	3 -

Note.—Detention-money to be charged only after the actual commencement of the service for which the pilot has been engaged.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Greenock to Glasgow	49	51 5 1	1,102	1,167 1 -	28	37 17 3	528	1,112 2 6	41	50 6 7	340	599 1 7	2,088	3,017 14 -

(2.)—OUTWARDS.

From Glasgow to Greenock	84	96 4 4	1,807	1,917 18 1	21	33 18 5	803	2,174 2 10	51	73 9 9	633	882 3 3	3,399	5,177 16 6
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24 January 1877.

George Keith, Secretary.

PORT OF GLASGOW—continued.

ACCOUNTS of the PILOT BOARD for the Year 1876.

As to PILOTAGE Earned and Paid to Pilots.

	£.	s.	d.					£.	s.	d.	
Amount of pilotage earned from January to December	8,195	10	8	Amount paid to pilots	-	-	-	7,375	19	6	
				Balance carried down	-	-	-	819	11	2	
£.	8,195	10	8					£.	8,195	10	8

James Graham, Treasurer.

PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE issued by the Clyde Pilot Board.

The Bye-Laws and Rates are the same as those in force at the Port of Glasgow,—which see.

NAMES of PILOTS (DEEP SEA).

ugh Cameron - - - - -	aged 55	Allan Stewart Allison - - - - -	aged 60	Alexander Leitch Black - - - - -	aged 51
Robert Lee - - - - -	52	Charles Mackie - - - - -	48	John Wallace - - - - -	50
John Turner - - - - -	56	John M'Neill - - - - -	45	Robert Munn - - - - -	35
John M'Kenzie - - - - -	57	John Anderson - - - - -	53	James Morris - - - - -	53
William Adams - - - - -	58	David M'Kellar - - - - -	47	Peter Hutchinson - - - - -	48
John Turner - - - - -	53	Robert Hume Bell - - - - -	47	Hugh Turner - - - - -	62
Alexander Jamieson - - - - -	57	James Boag Warden - - - - -	46	John M'Aller - - - - -	39

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.						
	COASTERS.	OVERSEA.																	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.											
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
from any place between Dunoon Pier and Cloch Lights to Greenock or Port Glasgow.	-	nil	-	-	£. s. d.	247	233	12	2	£. s. d.	-	-	-	-	£. s. d.	247	233	12	2

(2.)—OUTWARDS.

from Greenock or Port Glasgow to Cum-brae and Cloch Lights.	- nil -	-	- - -	233	£. s. d.	-	- - -	-	- - -	233	£. s. d.
		-	- - -		580 10 11	-	- - -	-	- - -		580 10 11

Note.—The pilot dues are paid direct to the pilots, without any deduction ; there is no compulsory pilotage to or from Greenock and Port Glasgow.

PORT OF GREENOCK—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received from applicants for licenses and certificates - - - -	5 5 -	By amount paid for salaries of secretary, clerk, and other officers - - - -	5 5 -

31 January 1877.

John Kerr Gray, Secretary.

PORT OF IRVINE.

REGULATIONS for PILOTS.

See p. 62 of Parl. Paper, No. 232 of 1873.

NAMES of PILOTS.

John Anderson - - - - - aged 53	Jeremiah M'Gill - - - - - aged 56
Andrew M'Gregor - - - - - 72	Robert M'Farlane - - - - - 47

RATES of PILOTAGE.

See p. 60 of Parl. Paper, No. 204 of 1874.

The $\frac{1}{2}$ Towage of Ballast has been reduced from 8 d. to 3 d. per ton.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.				
From beyond the Bar to Berth in Harbour.	72	15 17 7	660	145 4 8½	17	8 9 4½	4	1 10 1½	5	2 5 7½	758	173 7 5

(2.)—OUTWARDS.

From Berth in Harbour to safe distance beyond the Bar.	72	15 17 7	693	152 9 11½	21	10 19 10½	2	- 10 11	7	3 4 10	795	183 3 2
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ACCOUNT of all MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	27 1 3	By amount paid for salaries of secretary, clerk, and other officers - - - -	50 - -
To gross amount received { Inward pilotage -	173 7 5	By amount paid for or in respect of pilot boats, buoys, &c. - - - -	11 13 8
for - - - - { Outward pilotage -	183 3 2	By amount paid for wages - - - -	216 16 5
		By amount paid for new lights, half cost -	59 9 2
		By amount paid for gas, cleaning, &c. -	34 9 11
		By balance carried to next account -	11 2 8
	£. 383 11 10		£. 383 11 10

31 January 1877.

James Dickie, Secretary.

PORT OF KIRKCALDY.

REGULATIONS of PILOTAGE.

See p. 39 of Parl. Paper, No. 178 of 1869.

NAMES of PILOTS.

James Walker - aged 42 | John Walker - aged 46 | William Page - aged 38 | Limits: For the Port of Kirkcaldy.

RATES of PILOTAGE.

INWARDS - - 1 s. per foot, and 2 s. 6 d. for boat attendance. OUTWARDS - - 1 s. per foot only.

AMOUNT received for PILOTAGE of VESSELS in 1876.

No information furnished.

Note.—The receipts for pilotage go to the pilots, who, on the other hand, receive no salary from the Commissioners.

8 February 1877.

William Miller Dow, Secretary.

TRINITY HOUSE OF LEITH.

BYE-LAWS.

See pp. 133 and 134 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or not.	Service for which Licensed or Authorised to act.
Anderson, David - - - - -	52	Licensed - -	To Shields Bar.
Archer, Peter - - - - -	39	Ditto - -	Firth of Forth.
Allan, James - - - - -	42	Ditto - -	- ditto.
Armour, David - - - - -	59	Ditto - -	Leith to Duncambay Head and Orfordness.
Anderson, Henry - - - - -	50	Ditto - -	Inchkeith to Alloa.
Anderson, Peter - - - - -	57	Ditto - -	Leith to Duncambay Head and Orfordness and West Coast.
Blair, Archibald, jun. - - - - -	48	Ditto - -	Firth of Forth.
Blair, Andrew - - - - -	43	Ditto - -	- ditto.
Beaton, Alexander - - - - -	39	Ditto - -	- ditto.
Beaton, James - - - - -	32	Ditto - -	Inchkeith to Alloa.
Brodie, Alexander - - - - -	61	Ditto - -	Ardrossan, Troon, and Larbert.
Bell, John - - - - -	42	Ditto - -	Firth of Forth.
Brook, James - - - - -	47	Ditto - -	- ditto.
Bell, William - - - - -	56	Ditto - -	Leven Harbour and Roads.
Bryce, Alexander - - - - -	53	Ditto - -	Firth of Forth.
Brown, John - - - - -	32	Ditto - -	Inchkeith to Alloa.
Baird, Alexander - - - - -	29	Ditto - -	Leven Harbour.
Baird, John - - - - -	35	Ditto - -	Queensferry to Carron Roads.
Brown, William - - - - -	40	Ditto - -	Broughty Ferry to Perth.
Brand, Daniel - - - - -	40	Ditto - -	Montrose to Hartlepool.
Combe, Robert - - - - -	67	Ditto - -	Firth to Orfordness.

TRINITY HOUSE OF LEITH—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or not.	Service for which Licensed or Authorised to act.
Carlaw, George - - - - -	53	Licensed - -	Inchkeith to Carron.
Combe, George - - - - -	50	Ditto - -	Firth of Forth.
Combe, James Carnie - - - - -	34	Ditto - -	- ditto.
Carnie, William - - - - -	34	Ditto - -	- ditto.
Cairns, William - - - - -	34	Ditto - -	Methil Harbour.
Cairns, George - - - - -	38	Ditto - -	Firth of Forth.
Cousin, John - - - - -	50	Ditto - -	Leith Roads to Alloa.
Crooks, Robert - - - - -	37	Ditto - -	- ditto.
Cunningham, Thomas - - - - -	63	Ditto - -	- ditto.
Crombie, George - - - - -	49	Ditto - -	Firth of Forth.
Cowan, John - - - - -	47	Ditto - -	- ditto.
Cairns, Thomas - - - - -	41	Ditto - -	- ditto.
Cunningham, Alexander - - - - -	34	Ditto - -	- ditto.
Dryburgh, John - - - - -	48	Ditto - -	- ditto.
Dryburgh, Thomas - - - - -	31	Ditto - -	- ditto.
Donald, Thomas - - - - -	40	Ditto - -	Inchkeith to Alloa.
Dick, James - - - - -	54	Ditto - -	- ditto.
Dawson, William - - - - -	24	Ditto - -	- ditto.
Duncan, William - - - - -	55	Ditto - -	Buoy of Tay to Duncambay Head and Orfordness.
Drysdale, Robert - - - - -	47	Ditto - -	Inchkeith to Alloa.
Dick, John - - - - -	33	Ditto - -	- ditto.
Davidson, Alexander - - - - -	53	Ditto - -	Methil Roads and Harbour.
Donaldson, Alexander - - - - -	34	Ditto - -	Inchkeith to Kincardine.
Edwards, Henry, jun. - - - - -	58	Ditto - -	Firth of Forth.
Edwards, Andrew - - - - -	46	Ditto - -	- ditto.
Fotheringham, Peter - - - - -	59	Ditto - -	Inchkeith to Stirling.
Finnie, Samuel - - - - -	53	Ditto - -	Firth of Forth.
Ferguson, William - - - - -	55	Ditto - -	Leith Roads to Alloa.
Gardener, William - - - - -	54	Ditto - -	Firth of Forth.
Graham, James - - - - -	58	Ditto - -	- ditto.
Gibb, David - - - - -	39	Ditto - -	- ditto.
Galloway, David - - - - -	64	Ditto - -	Inchkeith to Stirling.
Gibson, James - - - - -	60	Ditto - -	Leith Roads and Buoy of Tay to Orfordness.
Gilmour, Andrew - - - - -	62	Ditto - -	Fife Ness to Grangemouth.
Gilmour, Andrew, jun. - - - - -	29	Ditto - -	Inchkeith to Carron.
Harley, Andrew - - - - -	55	Ditto - -	Firth of Forth.
Hampstead, John - - - - -	57	Ditto - -	- ditto.
Hardie, Alexander - - - - -	42	Ditto - -	- ditto.
Hardie, Robert - - - - -	37	Ditto - -	Inchkeith to Alloa.
Hutton, George - - - - -	56	Ditto - -	Firth of Forth.
Hanon, James - - - - -	45	Ditto - -	Dysart to St. Margaret's Hope.
Hanon, John - - - - -	43	Ditto - -	Dysart Roads to Harbour.
Hume, Robert - - - - -	30	Ditto - -	Firth of Forth to Carron.
Johnston, John - - - - -	32	Ditto - -	Firth of Forth.
Johnston, Peter - - - - -	53	Ditto - -	Firth of Forth to St. Margaret's Hope.
Johnston, James - - - - -	27	Ditto - -	- ditto.
Jardine, David - - - - -	33	Ditto - -	Inchkeith to Alloa.
Johnston, John - - - - -	42	Ditto - -	- ditto.
Jamieson, George - - - - -	57	Ditto - -	Firth of Forth.
Kinnear, William - - - - -	55	Ditto - -	Inchkeith of Alloa.
Laing, John - - - - -	60	Ditto - -	Firth of Forth.
Lindsay, John - - - - -	34	Ditto - -	- ditto.
Lyle, James B. - - - - -	36	Ditto - -	- ditto.
Liston, Andrew - - - - -	68	Ditto - -	Firth of Forth and North to Kinnaird's Head.
Linton, Walter - - - - -	52	Ditto - -	Firth of Forth.
Liddle, James - - - - -	70	Ditto - -	Leith Roads, Pentland Forth, and Orfordness.
Lapsley, John - - - - -	54	Ditto - -	Firth of Forth.
Linton, Thomas - - - - -	46	Ditto - -	- ditto.
Lyle, Robert - - - - -	25	Ditto - -	Firth of Forth to Carron.
Liston, Walter - - - - -	29	Ditto - -	- ditto.
Malcolm, Henry - - - - -	44	Ditto - -	Firth of Forth.
Malloch, John - - - - -	66	Ditto - -	Duncambay Head and Orfordness.
Miles, John - - - - -	38	Ditto - -	Leith Roads to St. Andrew's.
Mills, William - - - - -	29	Ditto - -	Firth of Forth to Grangemouth.
Mills, James - - - - -	62	Ditto - -	Leith to Duncambay Head and Orfordness.
Murrie, Robert - - - - -	42	Ditto - -	Leith to Alloa.

TRINITY HOUSE OF LEITH—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or not.	Service for which Licensed or Authorised to act.
M'Vinish, John - - - - -	57	Licensed - -	Cromarty and Dingwall Firths.
M'Arthur, Colin - - - - -	43	Ditto - -	Firth of Forth.
M'Intosh, Alexander - - - - -	41	Ditto - -	Inchkeith to Alloa.
M'Arthur, Robert - - - - -	32	Ditto - -	- ditto.
M'Laren, Walter - - - - -	62	Ditto - -	- ditto.
M'Intyre, William L. - - - - -	50	Ditto - -	Firth of Forth, Duncamby Head, and Orfordness.
M'Kenzie, John - - - - -	58	Ditto - -	Firth of Forth and North to Duncamby Head.
Nicoll, William - - - - -	51	Ditto - -	Firth of Forth and South to Orfordness.
Noble, Robert, jun. - - - - -	31	Ditto - -	Firth of Forth.
Niell, William - - - - -	53	Ditto - -	- ditto.
Noble, Peter - - - - -	27	Ditto - -	- ditto.
Noble, William - - - - -	21	Ditto - -	Firth of Forth to Carron.
Padge, Michael - - - - -	35	Ditto - -	Inchkeith to Carron.
Patterson, James - - - - -	58	Ditto - -	Firth of Forth.
Paterson, Walter - - - - -	57	Ditto - -	- ditto.
Paterson, Thomas - - - - -	60	Ditto - -	Firth of Forth to Grangemouth.
Paterson, James - - - - -	58	Ditto - -	Firth of Forth to Stirling.
Paterson, David - - - - -	56	Ditto - -	- ditto.
Parker, William - - - - -	52	Ditto - -	Firth of Forth to Grangemouth.
Paterson, Thomas, jun. - - - - -	36	Ditto - -	- ditto.
Potter, William - - - - -	47	Ditto - -	Inchkeith to Alloa.
Paterson, Andrew - - - - -	55	Ditto - -	- ditto.
Page, William - - - - -	38	Ditto - -	Inchkeith to Carron.
Patterson, Robert - - - - -	24	Ditto - -	Firth to Carron.
Paterson, George - - - - -	25	Ditto - -	- ditto.
Proudfoot, David - - - - -	51	Ditto - -	Firth of Forth.
Rennie, Malcolm - - - - -	45	Ditto - -	Inchkeith to Carron.
Ross, Alexander - - - - -	67	Ditto - -	Tarbert Ness and Bonar Bridge.
Rintoul, John - - - - -	55	Ditto - -	Inchkeith to Stirling.
Robertson, James - - - - -	50	Ditto - -	Firth of Forth and North Sea.
Ramsay, William - - - - -	30	Ditto - -	Firth of Forth to Grangemouth.
Reid, Thomas - - - - -	53	Ditto - -	Leith Roads to Orfordness and Buoy of Tay.
Stevenson, Andrew - - - - -	57	Ditto - -	Firth of Forth to Grangemouth.
Stevenson, David - - - - -	54	Ditto - -	- ditto.
Sutherland, Neil - - - - -	49	Ditto - -	- ditto.
Sturrock, Charles - - - - -	49	Ditto - -	Ferry Port on Craig to Perth.
Simpson, Alexander - - - - -	44	Ditto - -	Inchkeith to Alloa.
Stevenson, Hugh - - - - -	25	Ditto - -	Inchkeith to Carron.
Seaton, John - - - - -	33	Ditto - -	- ditto.
Stevenson, Hugh, jun. - - - - -	28	Ditto - -	- ditto.
Spence, John - - - - -	36	Ditto - -	Inchkeith to Alloa.
Stevenson, Philip - - - - -	26	Ditto - -	Firth of Forth to Grangemouth.
Stewart, Robert - - - - -	27	Ditto - -	Inchkeith to Alloa.
Smith, James - - - - -	50	Ditto - -	Queensferry to Carron.
Statterly, John - - - - -	45	Ditto - -	Roads and Harbour to Morrison's Haven.
Stocks, James - - - - -	36	Ditto - -	Firth of Forth.
Thomson, John - - - - -	34	Ditto - -	Red Head to Leith Roads.
Tait, James - - - - -	41	Ditto - -	Inchkeith to Alloa.
Walker, John - - - - -	30	Ditto - -	Inchkeith to Carron Roads.
Watson, Alexander - - - - -	60	Ditto - -	Firth of Forth.
Wilson, John Y. - - - - -	36	Ditto - -	Firth of Forth to Grangemouth.
Wilson, John - - - - -	25	Ditto - -	Inchkeith to Grangemouth.
Wilson, Thomas - - - - -	43	Ditto - -	Firth of Forth.
Wilson, James - - - - -	60	Ditto - -	Firth of Forth to Grangemouth.
Whitehead, William - - - - -	72	Ditto - -	- ditto.
White, Henry - - - - -	63	Ditto - -	Firth of Forth to Orfordness.
Wilson, John - - - - -	44	Ditto - -	Firth of Forth to Grangemouth.
Young, Alexander - - - - -	37	Ditto - -	Inchkeith to Carron.

RATES of PILOTAGE.

The Rates printed at p. 105 of Parl. Paper, No. 5 of Sess. 2 of 1857, still remain in force

TRINITY HOUSE OF LEITH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.				Towed by Steam.		Not Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Into Alloa - - - -	-	-	-	-	1	3 - -	2	9 13 -	16	35 13 9	19	48 6 9
Into Anstruther - - -	29	8 15 -	-	-	-	-	-	-	-	-	29	8 15 -
Into Burntisland - - -	-	-	-	-	88	56 5 6	-	-	177	110 13 10	265	166 10 4
Into Boness - - - -	-	-	3	4 10 6	33	12 9 -	3	12 16 6	123	117 12 6	167	147 8 6
Into Charleston - - -	-	-	-	-	17	11 3 -	-	-	192	125 13 -	209	136 16 -
Into Cockenzie - - -	-	-	-	-	1	- 13 9	-	-	-	-	1	- 13 9
Into Clackmannan - - -	-	-	-	-	15	16 1 6	-	-	8	6 - 6	23	22 2 -
Into Dysart - - - -	-	-	-	-	46	47 16 3	-	-	67	67 1 3	113	114 17 6
Into Dingwall - - - -	21	22 7 8	-	-	-	-	-	-	-	-	21	22 7 8
Into Carron Roads - - -	-	-	3	3 - 9	146	142 2 -	70	78 2 6	267	408 1 9	486	631 7 -
Into Granton - - - -	-	-	3	17 18 -	3	6 14 6	1	4 3 6	45	117 19 9	52	146 15 9
Into Kincardine - - -	-	-	-	-	-	-	1	1 - -	2	4 4 -	3	5 4 -
Into Leven - - - -	-	-	-	-	21	16 4 -	-	-	-	-	21	16 4 -
Into Leith Roads - - -	-	-	13	40 1 6	35	142 7 8	55	187 - -	29	79 18 -	132	449 7 2
Into Methil - - - -	-	-	-	-	191	65 14 8	-	-	15	15 15 -	206	81 9 8
Into Morrison's Haven -	-	-	-	-	1	2 - -	-	-	-	-	1	2 - -
Into Perth and Newburgh	-	-	-	-	1	1 - -	-	-	20	27 11 -	21	28 11 -
Into Pittenweem - - -	-	-	-	-	12	7 19 6	-	-	-	-	12	7 19 6
Into Portmahonack - - -	-	-	-	-	82	71 15 -	-	-	-	-	82	71 15 -
Into St. David's - - -	-	-	-	-	-	-	-	-	51	25 14 9	51	25 14 9
Into St. Andrew's - - -	-	-	-	-	-	-	-	-	5	11 9 10	5	11 9 10
Into Wemyss - - - -	-	-	-	-	151	56 18 3	-	-	97	48 9 6	248	105 7 9
TOTAL - - - -	50	31 2 8	22	65 10 9	844	660 4 7	132	292 15 6	1,119	1,201 18 5	2,167	2,251 11 11

(2.)—OUTWARDS.

Out of Alloa - - - -	-	-	1	1 5 1	3	5 8 -	19	24 19 -	130	122 10 5	153	154 2 6
Out of Anstruther - - -	29	8 15 -	-	-	-	-	-	-	-	-	29	8 15 -
Out of Burntisland - - -	-	-	-	-	74	44 12 6	-	-	138	73 5 4	212	117 17 10
Out of Boness - - - -	-	-	-	-	27	7 14 -	-	-	89	57 4 -	116	64 18 -
Out of Charleston - - -	-	-	-	-	18	12 8 -	-	-	245	161 13 5	263	174 1 5
Out of Clackmannan - - -	-	-	-	-	6	7 9 6	-	-	14	7 16 6	20	15 6 -
Out of Dysart - - - -	-	-	-	-	11	6 3 9	-	-	26	12 15 9	37	18 19 6
Out of Dundee - - - -	-	-	-	-	26	213 - -	-	-	24	58 9 -	50	271 9 -
Out of Grangemouth - - -	-	-	1	3 10 -	141	115 8 9	143	179 7 3	159	152 17 -	444	451 3 -
Out of Granton - - - -	-	-	-	-	2	5 16 9	-	-	19	42 14 3	21	48 11 -
Out of Kincardine - - -	-	-	-	-	2	6 3 -	-	-	15	10 3 -	17	16 6 -
Out of Kirkcaldy - - -	-	-	-	-	-	-	2	2 - -	1	1 - -	3	3 - -
Out of Leith Roads - - -	-	-	9	13 1 -	18	136 4 6	17	20 - -	25	155 12 -	69	324 17 6
Out of Methil - - - -	-	-	-	-	38	13 16 -	-	-	-	-	38	13 16 -
Out of Morrison's Haven -	-	-	-	-	1	- 12 -	-	-	1	- 11 9	2	1 3 9
Out of St. David's - - -	-	-	-	-	-	-	-	-	39	15 8 -	39	15 8 -
Out of St. Andrew's - - -	-	-	-	-	76	43 16 2	-	-	-	-	76	43 16 2
Out of Wemyss - - - -	-	-	-	-	151	56 18 3	-	-	97	48 9 6	-	-
TOTAL - - - -	29	8 15 -	11	17 16 1	594	675 11 2	181	226 6 3	1,022	920 9 11	1,837	1,848 18 5

Note.—No distinction is made between the different classes of British and Foreign Vessels either in the rates of pilotage or in the returns of the pilots. The pilotages for the distances herein mentioned comprehend also intermediate distances. No rates fixed by Trinity House. With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament, and license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by the Trinity House, as the harbour pilots are not under their authority, but under that of the several harbour authorities.

ACCOUNT of all MONIES received and expended in respect of PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received for licenses and certificates - - - -	180 15 -	By amount paid to account for salaries of secretary, clerk, and other officers -	180 15 -

5 April 1877.

William D. Carstairs, Secretary.

HARBOUR AND DOCKS OF LEITH.

BYE-LAWS, REGULATIONS, and RATES OF PILOTAGE.

See pp. 136 and 137 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

er Anderson - aged 57	Rutherford Durham, aged 66	Henry Liddell - aged 57	Alex. Rutherford - aged 56
vid Armour - - 57	Robert Dryborough - 75	David Lyle - - 57	John Ramsay - - 51
William Bissett - - 62	Thomas Dryborough - 31	John Lindsay - - 33	James Robertson - 48
nes Brock - - 47	John Dryborough - 46	James Braid Lyle - 35	Robert Stevenson - 60
in Brock - - 40	George Flucker, No. 1 - 67	Thomas Latta Main - 51	Andrew Stevenson - 56
William Brock - - 40	James Flucker, No. 1 - 73	John Malloch - - 66	David Stevenson - - 54
bert Carnie, No. 1 - 63	James Flucker, No. 2 - 76	William Mills - - 28	Neil Sutherland - - 49
William Carnie, No. 1 - 62	George Flucker, No. 2 - 61	Jacob Noble - - 68	Hugh Stevenson, No. 1 34
bert Combe - - 66	James Graham - - 56	John Noble - - 75	Hugh Stevenson, No. 2 27
an Carnie - - 54	Daniel Hall - - 58	Robert Noble - - 57	Philip Stevenson - - 25
ton Carnie - - 57	Philip Jarvie - - 55	William Noble - - 64	John Seaton - - 33
omas Combe - - 56	John Johnston - - 29	William Nicoll - - 50	George Stewart - - 59
bert Carnie, No. 2 - 54	James Johnston - - 26	Robert Noble, jun. - 26	William Watson - - 67
in Combe, No. 1 - 67	Alexander Linton - - 59	Peter Noble - - 27	David Wilson - - 59
drew Carnie - - 57	Alexander Liston - 71	James Paterson - - 66	Thomas Wilson, No. 1 - 69
omas Carnie - - 62	Andrew Liston - - 69	Thomas Paterson - - 62	Andrew Wilson - - 55
chard Corson - - 51	Archibald Logan - 70	William Paterson - - 52	John Wilson, No. 1 - 44
hn Combe, No. 2 - 50	William Linton - - 56	George Paterson - - —	Thomas Wilson, No. 2
orge Combe - - 49	William Logan - - 53	Thomas Paterson, jun. 37	(Linton) - - - 44
mes Carnie Combe - 34	John Liston - - 53	David Ramsay - - 69	John Wilson, No. 2 - 25
William Carnie, No. 2 - 35	John Linton - - 54	William Ramsay, No. 1 64	Henry White - - 62
hn Cowan - - 46	William Liddell - - 53	William Ramsay, No. 2 54	John Young - - 63
	Thomas Linton - - 50	Martin Ramsay - - 64	Robert Young - - 69

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

£. s. d.

From and to any point required within the Limits of the Port as extended for pilotage purposes } by Article 8 of the Regulations - - - - - }	1,026 2 7
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(2.)—OUTWARDS.

From and to any point required within the Limits of the Port as extended for pilotage purposes } by Article 8 of the Regulations - - - - - }	—
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The pilotage outwards is paid directly to the pilots. The amount received by them is not known, and there are no materials for making any further return of the particulars required by this Schedule.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
Amount of fees received from applicants for licenses and certificates - - -	1 15 6	By amount paid to pilots - - -	949 4 4
Gross amount received for inward pilotage - - -	1,026 2 7	By amount paid to pilots' widows' fund - - -	51 5 6
		By amount applied to cover expense of collection - - -	25 12 9
		By amount applied to cover expense connected with licenses - - -	1 15 6
£.	1,027 18 1	£.	1,027 18 1

17 January 1877.

John Torry, Clerk.

PORT OF LOSSIEMOUTH.

BYE-LAWS, REGULATIONS, ORDERS, &c.

There are none beyond the provisions of the Local and General Acts of Parliament.

NAMES of PILOTS.

William M'Donald	-	-	-	aged 41	} Limits:—To pilot ships to and from the Harbour.
William Souter	-	-	-	42	
William Cook	-	-	-	40	

RATES of PILOTAGE.

										s.	d.
For every vessel entering and leaving the harbour, per registered ton	-	-	-	-	-	-	-	-	-	-	8
For each tide of four hours' work within the said harbour, for each man	-	-	-	-	-	-	-	-	-	1	-
For laying out kedge and warp to assist vessels to sea	-	-	-	-	-	-	-	-	-	5	-
For each man employed in hauling a warp on board a vessel hanging by a kedge	-	-	-	-	-	-	-	-	-	1	-

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

The pilotage dues are collected by the harbour master for the pilots, and are paid over by him to them without passing into the hands of the pilotage authority at all. The harbour master keeps off 10 per cent. from the amount collected, for his trouble in collecting and paying over.

A. G. Allen, Secretary.

PORT OF MACDUFF.

BYE-LAWS.

No alteration.

PORT OF MACDUFF—*continued.*

NAMES of PILOTS.

h West - - - aged 51	William Wilson - - - aged 37	Alexander Lyall - - - aged 50
es West - - - 49	James Watt - - - 37	Andrew Paterson - - - 45
liam West - - - 45	James Lyall - - - 39	William Paterson - - - 38
es Paterson - - - 57	Andrew Lyall - - - 34	William West - - - 34
orge Paterson - - - 52	William Lyall - - - 32	Andrew West - - - 44
es Wilson - - - 55	William Lyall - - - 36	William West - - - 37
liam Wilson - - - 46	James Lyall - - - 52	Alexander Ewen - - - 37
es Wilson - - - 44	William Lyall - - - 48	James Lyall - - - 50
es Lyall - - - 32		

RATES of PILOTAGE.

	s.	d.
For every vessel above 20 tons, if entering the Harbour of Macduff, per registered ton - - -	-	1½
For every vessel above 20 tons, if leaving the Harbour of Macduff, per registered ton - - -	-	1½
For each tide of four hours' work within the said Harbour, for each man - - -	1	-
For laying out kedge and warp to assist vessels to sea - - -	5	-
For each man employed in hauling a warp on board a vessel hanging by a kedge - - -	1	-

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
Gross amount received { Inward pilotage -	70	9	3	By amount paid to fishermen pilots -	212	18	6
or - - - { Outward pilotage -	70	9	3				
Amount received from other sources - -	72	-	-				
	£.	212	18	£.	212	18	6

3 January 1877.

James Farquharson, Clerk.

PORT OF PETERHEAD.

REGULATIONS and RATES of FARE at and within the Port and Harbours of *Peterhead.*

See pp. 138 and 139 of Parl. Paper, No. 408 of 1867.

PORT OF PETERHEAD—*continued.*

NAMES of PILOTS.

Alexander Robertson	-	-	-	aged 61	James Strachan	-	-	-	aged 34
John Groat	-	-	-	52	George Strachan, jun.	-	-	-	33
James Herd	-	-	-	53	John Buchan	-	-	-	40
Robert Slesser	-	-	-	58	George Cordiner	-	-	-	35
William Mackie	-	-	-	61	Alexander Strachan, jun.	-	-	-	36
Alexander Geddes	-	-	-	41	James Winton	-	-	-	36
William Watt	-	-	-	45	Robert Strachan, jun.	-	-	-	29
Thomas Yule	-	-	-	51	Benjamin Buchan	-	-	-	42
James Thain	-	-	-	44	John Strachan	-	-	-	36
John Geddes	-	-	-	46	William Strachan	-	-	-	31
Peter Geddes	-	-	-	35	James Geddes	-	-	-	42
George Strachan, sen.	-	-	-	45	Matthew Nicol	-	-	-	65
Alexander Strachan, sen.	-	-	-	52	James Cordiner	-	-	-	47
Thomas Slesser	-	-	-	39	Robert Ritchie	-	-	-	48
William Milne	-	-	-	71	John Coull	-	-	-	60
Robert Taylor	-	-	-	42	James Buchan	-	-	-	37
Robert Strachan, sen.	-	-	-	42					

Limits:—To pilot vessels into and out of the Harbours of Peterhead.

RATES of PILOTAGE.

The Trustees of the Harbours of Peterhead hereby give notice, that by virtue of the powers conferred on them by section 6 of "The Peterhead Harbours Act, 1873," they have altered the mode of remunerating the pilots licensed by them, and have made a Resolution and Regulation thereanent of the effect following, viz.:—That, from and after 1st February 1875, the remuneration to be demanded and received by all such pilots for the pilotage of vessels into and out of either of the harbours of Peterhead shall be, for all vessels of 30 tons register and upwards, at an uniform rate of 3 *d.* per ton.

AMOUNT received for PILOTAGE of VESSELS in 1876.

BRITISH VESSELS.		FOREIGN VESSELS.		T O T A L S.	
COASTERS AND OVERSEA.		COASTERS AND OVERSEA.			
No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.
399	208 7 4	95	54 4 3	494	262 11 7

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licenses and certificates	2 9 6	By amount paid for salary of clerk - -	2 9
To gross amount received { Inward pilotage -	262 11 7	By amount paid for salary of captain pilot -	130 -
for - - - - - { Outward pilotage	262 11 7	By amount paid to pilots - - - -	500 9
To balance provided from the revenue derived by the trustees of the harbours of Peterhead	105 5 6		
£.	632 18 2	£.	632 18

24 January 1877.

Patrick Irvine, Clerk.

PORT OF ROSEHEARTY.

BYE-LAWS and REGULATIONS.

See pp. 140 and 141 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Andrew Buchan	-	-	aged 67	Andrew Ritchie	-	-	aged 43
William Duncan	-	-	51	John Buchan	-	-	48

RATES of PILOTAGE.

For every ship or vessel piloted into and out of the Harbour of Rosehearty with a boat of four men, 2 *d.* per ton burden. For every ship or vessel coming in or out, including haulers, and boat laying out a kedge, 5 *s.* extra.

Tide's work:—For every tide's work within the Harbour, per man employed, 1 *s.* 6 *d.* each.

Nothing master's or captain pilot's fees:—For all vessels under 60 tons burden, 6 *d.* each; 60 tons and under 120 tons burden, 1 *s.* each; 120 tons and upwards, 1 *s.* 6 *d.* each.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Under 300 or 400 yards - -	17	7 1 8	10	4 3 4	1	1 - 3	4	2 6 -	32	14 11 3

(2.)—OUTWARDS.

Under 300 or 400 yards -	22	9 5 2	5	2 2 1	-	- - -	5	3 4 -	32	14 11 3
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Note.—The Pier of Rosehearty, which extends into deep water, makes it unnecessary to give the distances from which the vessels are piloted from, as vessels come to at the mouth of the Harbour.

ACCOUNT of MONIES received in respect of PILOTAGE.

There has been nothing paid out as salaries, office rent, boats, buoys, or pensions; the Pilots are fishermen, and have no expense, as they afford everything, and get all the Pilotage

3 January 1877.

J. D. Sharpe.

PORT OF WICK.

BYE-LAWS.

No alteration.

NAMES of PILOTS.

James M'Nay - - - aged 56	William M'Leod - - - aged 52	} Limits:—To pilot vessels to an Pulteney Harbour.
David Ross - - - - 71	William Taylor - - - 47	
Allan M'Leod - - - - 50	Peter Johnston - - - 49	
	Joseph Anderson - - - 46	

RATES of PILOTAGE.

SCHEDULE D.

	£.	s.	d.
For every vessel above 20 tons entering and leaving the harbour, per ton register - - -	-	-	3
For each tide's work within the harbour - - - - -	-	-	7 6
For laying out kedge or warp to assist vessels - - - - -	-	-	5 -
Charges against Vessels requiring Pilot's Assistance outside the Harbour Limits.			
For one tide on board - - - - -	-	-	5 -
For any period from 12 to 24 hours - - - - -	-	-	10 -
If detained on board 36 hours - - - - -	-	-	1 -
If two days or a week on board, not more than - - - - -	-	-	1 10 -
If obliged to bear up for shelter to any of the adjacent harbours, not more than - - - - -	-	-	2 - -

In the event of any vessel carrying a pilot outside the limits, and landing him on any part of the coast, the master of such vessel shall pay his travelling expenses; and if the master of any vessel chooses to retain the pilot on board when he could have been landed at Wick with safety, such master shall pay the rates above specified for the time the pilot was on board, along with his travelling expenses.

EXEMPTIONS.

Vessels which have sailed from the harbour and put back by stress of weather, or from any other cause, without having accomplished their voyage, shall not be liable in additional pilot rates.

AMOUNT received for PILOTAGE of VESSELS in 1876.

INWARDS AND OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From a line drawn from the North Head to the South Head of the Bay of Wick.	224	192 16 6	30	30 16 -	4	4 3 6	44	39 5 9	302	267

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount received for inward and outward pilotage - - - - -	267	1	9	By amount paid for salaries of secretary, &c. - - - - -	2	17	-
To amount received from other sources - - - - -	22	10	-	By amount paid for pilot boats, buoys, &c. - - - - -	2	11	-
				By balance paid weekly to the pilots - - - - -	284	3	-
£.	289	11	9	£.	289	11	-

5 January 1877.

William Crow, Secretary.

I R E L A N D.

PORT OF BALLINA.

BYE-LAWS.

— Nil. —

NAMES of PILOTS.

Henry Hennigan	-	-	aged 46	James M'Keown	-	-	aged 43	} Inside service.
William Patterson	-	-	60	Pat. Walsh	-	-	36	
Mark M'Nulty	-	-	43	James Timlin	-	-	38	
Michael Keane	-	-	58	James Walsh	-	-	52	} Outside service.
Michael Loughney	-	-	46	Martin Loughney	-	-	30	

RATES of PILOTAGE.

2s. per foot.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				TOTALS.	
	COASTERS.					
	Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
from the Bar to the Quay - - - -	102	111 15 -	36	27 5 -	138	149 - -

(2.)—OUTWARDS.

from the Quay to the Bar - - - -	102	88 5 6	36	29 8 6	138	117 14 -
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
Gross amount received { Inward pilotage -	149 13 -	By amount paid to pilots - - -	267 7 -
- - - - { Outward pilotage -	117 14 -		
£.	267 7 -		£. 267 7 -

10 May 1877.

R. W. Joynt, Secretary.

PORT OF BELFAST.

REGULATIONS issued by the Harbour Commissioners.
See pp. 164 to 166 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.									
Robert J. Benson	-	-	aged 21	} Appointed, 30 July 1876	-	-	-	} Limits :—Within the limits of Grey Point and Carrickfergus.	
James Shaw	-	-	- 22						
MATES.									
William J. Simms	-	-	20						
James H. Kennedy	-	-	27						
APPRENTICES.									
John Martin	-	-	20		Appointed, 18 August 1876	-	-		
William Hutchinson	-	-	20		„ 19 September 1876	-	-		
Robert M'Calister	-	-	18		„ 22 September 1876	-	-		
The foregoing changes occurred since last Return.									

RATES of PILOTAGE.
The Rates printed at pp. 103 and 104 of Parl. Paper, No. 354 of 1856, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
Not Towed by Steam.		Towed by team.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,409	669 10 3	2,148	1,002 18 2	17	15 11 6	308	373 12 3	-	-	-	-	14	14 18 -	184	247 2 11	4,080	2,323 13 1

(2.)—OUTWARDS.

97	76 - 9	364	256 12 -	8	6 3 -	11	9 13 6	3	4 1 -	7	9 5 6	12	11 15 -	31	31 2 6	533	404 13 3
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licenses and certificates - - -	144 18 -	By amount paid for or in respect of pilot boats, wages to masters, boatmen, &c. -	947 13 10
To gross amount received { Inward pilotage -	2,323 13 1	By amount paid for pensions or super-annuations - - - - -	112 2 10
for - - - - - { Outward pilotage	404 13 3	By pilots' wages - - - - -	2,728 6 4
To amount received from other sources, including 20 per cent. off pilots' wages -	567 18 10		
To balance - - - - -	346 19 10		
£.	3,788 3 -	£.	3,788 3 -

PORT OF DROGHEDA.

BYE-LAWS.

Each pilot shall provide himself with a signal or flag, on which is to be inscribed the words "Port of Drogheda," and the number of his certificate. It is also ordered that when a pilot boards a ship for which he is classed, he shall hoist his signal or flag on the foremast, or some other conspicuous place aft of such ship, to indicate that a pilot has charge. Should this precaution be neglected, the pilot who shall appear alongside of and offer his services to such ship, will receive the pilotage thereof. The points between which pilotage is required by the 202nd section of the Act 5 Vict. c. 56, to offer their services are in that part of the open sea between Clogher Head and the Skerries. The pilots are likewise requested to afford every information and assistance in their power to masters of vessels frequenting this port. Pilots are bound to produce their certificates on boarding vessels, if so required.

NAMES of PILOTS.

FIRST CLASS.											
Thomas Boylan	-	-	aged 44	Patrick Sheridan	-	-	aged 62	Thomas King	-	-	aged 60
John King	-	-	- 45	Patrick Boylan	-	-	- 50	Thomas Owens	-	-	- 50
John Owens	-	-	- 45	Patrick Garvey	-	-	- 28	John Owens	-	-	- 40
Thomas Sweeney	-	-	- 50	Peter Sheridan	-	-	- 66	Richard Owens	-	-	- 50
John Reynolds	-	-	- 70	Thomas Owens	-	-	- 65	John Boylan	-	-	- 40
Richard Boylan	-	-	- 42	Patrick Smith	-	-	- 40	James Rourke	-	-	- 40
Bartholomew M'Guirk	-	-	- 60	Patrick Owens	-	-	- 60	Thomas Cunningham	-	-	- 50
Thomas Hodgins	-	-	- 37	Patrick Hodgins	-	-	- 35	Owen Rourke	-	-	- 50
John Sheridan	-	-	- 40	John Garvey	-	-	- 56	Laurence Garvey	-	-	- 30
SECOND CLASS.											
Laurence Hanratty	-	-	aged 43	Patrick Young	-	-	aged 30	Thomas Reynolds	-	-	aged 40
Thomas Reynolds	-	-	- 30	Joseph Hanlon	-	-	- 45	Richard Lynch	-	-	- 20
Peter King	-	-	- 54	Christopher Connor	-	-	- 28	John Reynolds	-	-	- 20
John M'Guirk	-	-	- 46	Peter Reynolds	-	-	- 40				

RATES of PILOTAGE.

The Rates printed at p. 238 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					OVERSEA.	FOREIGN VESSELS.				TOTALS.		
	COASTERS.				Not Towed Steam.		Towed by Steam.	No.	Amount.	No.			Amount.
	Not Towed by Steam.		Towed by Steam.										
	No.	Amount.	No.	Amount.									
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.		
From the Bay or Bar of Drogheda to the Quay of Drogheda.	230	£. s. d. 168 - -	231	£. s. d. 133 8 9	- nil -	6	£. s. d. 12 10 -	16	£. s. d. 25 10 -	483	£. s. d. 339 8 -		

(2.)—OUTWARDS.

From the Quay of Drogheda to the Bay or Bar of Drogheda.	78	£. s. d. 59 10 -	385	£. s. d. 217 11 3	- nil -	-	-	20	£. s. d. 46 - 10	483	£. s. d. 323 2 -
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licenses and certificates - - -	- 10 -	By amount paid secretary and clerk for commission on pilotage - - - - -	16 17 -
To gross amount received { Inward pilotage for - - - - -	339 8 9	By amount paid for four pilot certificates - - - - -	- 10 -
{ Outward pilotage - - - - -	323 2 1	By amount paid to pilots - - - - -	645 13 10
£.	663 - 10	£.	663 - 10

PORT OF DUBLIN.

BYE-LAWS and RATES of PILOTAGE.

See pp. 72 to 77 of Parl. Paper, No. 292 of 1876.

NAMES of PILOTS.

George Warren - aged 57	Bartholomew Tallant, aged 53	Terence Smyth - aged 49	John Warren (1) aged 27
James Doyle - - - 58	James Murphy - - - 58	Peter Glynn - - - 38	William Warren - - 28
James Warren - - - 56	Patrick Murphy - - 57	James Byrne - - - 38	Thomas Doyle (1) - 27
James Kelly - - - 56	Christopher Tallant (2) - 44	John Archbold - - - 34	Robert Emo - - - 25
James Langan - - - 67	Joseph Archbold (1) - 46	James Cullen - - - 40	Thomas Doyle (2) - 22
Christopher Tallant (1) - 66	Patrick Doyle - - - 38	John Tallant - - - 30	James Tallant - - 22
Michael Doyle - - - 57	Joseph Warren - - - 43	Daniel Mooney - - - 37	Patrick Murray - - 27
Patrick Byrne - - - 45	Peter Tallant - - - 39	James Murray - - - 34	Thomas Tallant - - 23
James Sharkey - - - 47	Joseph Swords - - - 37	Matthew Farrell - - 29	Francis Birney - - 25
John Murphy - - - 65	Thomas Roche - - - 33	Richard Archbold - - 28	Peter Cullen - - - 20
George Archbold - - - 59	Robert Foster - - - 41	Daniel Kinsella - - 25	Robert Daly - - - 27
John Irwin - - - 55	Joseph Morris - - - 34	Michael Tallant - - - 32	John Warren (2) - 24
John Tallant - - - 53	John Bowes - - - 34		

NAMES of APPRENTICES.

Michael Cullen - aged 20	Christopher Tallant, aged 17	Patrick Staunton - aged 16	John Hynes - - aged 19
James Doyle - - - 17	Daniel Bracken - - - 17	William Archbold - - 20	Philip Dunn - - - 17
Francis Archbold - - 16	George Warren - - - 18		

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.				T O T A L S.	
	C O A S T E R S.		O V E R S E A.		C O A S T E R S.		O V E R S E A.		N o.	A m o u n t.
	N o.	A m o u n t.	N o.	A m o u n t.	N o.	A m o u n t.	N o.	A m o u n t.		
From Outside to Dublin - - -	1,713	£. s. d. 2,362 12 6	308	£. s. d. 1,111 15 3	5	£. s. d. 7 10 -	199	£. s. d. 697 14 9	2,225	£. s. d. 4,179 12 6
From Inside to Dublin - - -	1,338	£. s. d. 1,052 5 6	179	£. s. d. 344 17 -	-	- - -	72	£. s. d. 177 17 9	1,589	£. s. d. 1,575 - 3
From Outside to Kingstown - - -	132	£. s. d. 143 12 -	10	£. s. d. 21 13 -	-	- - -	4	£. s. d. 9 9 -	146	£. s. d. 174 14 -
From Inside to Kingstown - - -	89	£. s. d. 48 18 6	12	£. s. d. 21 16 -	-	- - -	2	£. s. d. 3 9 -	103	£. s. d. 74 3 6
TOTAL - - -	3,272	£. s. d. 3,807 8 6	509	£. s. d. 1,500 1 3	5	£. s. d. 7 10 -	277	£. s. d. 888 10 6	4,063	£. s. d. 6,003 10 3

(2.)—O U T W A R D S.

From Docks and Quays to Poolbeg Lighthouse.	1,318	£. s. d. 630 8 3	26	£. s. d. 15 6 6	47	£. s. d. 23 17 6	34	£. s. d. 22 13 -	1,425	£. s. d. 692 5 3
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
Amount of fees received from applicants for licenses and certificates - - -	88 6 6	Balance forward - - -	4,470 16 2
Amount received as contribution to superannuation or widows' fund (with the interest on cash invested) - - -	293 3 5	By amount paid for salaries of secretary, clerk, and other officers - - -	300 - -
Amount received for fines and forfeitures - - -	6 - -	By amount paid for or in respect of pilot boats, buoys, &c. - - -	875 11 6
Gross amount received { Inward pilotage - - -	5,824 12 9	By amount paid for pensions or superannuations - - -	573 9 -
for " " " { Outward pilotage - - -	692 5 3	By inward pilotage - - -	4,161 11 7
Amount received from other sources - - -	200 - -	By outward pilotage - - -	691 16 9
Rent of cottages - - -	72 11 -	By awards - - -	160 - -
Sale of old stores - - -	56 17 7		
	7,233 16 6		
To balance - - -	3,999 8 6		
£.	11,233 5 -	£.	11,233 5 -

5 February 1877.

N. Proud, Secretary.

PORT OF DUNDALK.

BYE-LAWS.

— Nil. —

NAMES of PILOTS.

Outside Pilots.				Outside Pilots—continued.				Inside Pilots.			
W. Townley	-	-	aged 46	Pat Neacy	-	-	aged 42	Michael Green	-	-	aged 34
Thomas Connell	-	-	- 44	Pat Traynor	-	-	- 69	William Hughes	-	-	- 40
John Murnihan	-	-	- 48	Michael Murnihan	-	-	- 39	Pat M'Ardle	-	-	- 47
Owen Gallaher	-	-	- 41	James Ferguson	-	-	- 39	Hugh Byrne	-	-	- 71
Thomas Gallaher	-	-	- 39	Thomas Ferguson	-	-	- 35	John Gorman	-	-	- 64
Mat Murniham	-	-	- 45	William Neacy	-	-	- 40	Pat Lamb	-	-	- 56
James Sheelan	-	-	- 66	Pat Gorman	-	-	- 45	John Lamb	-	-	- 53
								Pat Callan	-	-	- 49

RATES of PILOTAGE.

See p. 67 of Parl. Paper, No. 260 of 1872.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Pilotage about five miles - - - -	-	496 12 9	-	- - -	-	- - -	-	- - -	-	496 12 9

(2.)—OUTWARDS.

Pilotage about five miles - - - -	-	353 11 6	-	11 1 3	-	- - -	-	- - -	-	364 12 9
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation or widows' fund - - - -	43 1 4	By amount paid for pensions or superannuations - - - - -	116 - -
To gross amount received { Inward pilotage -	496 12 9	By amount paid to pilots - - - -	861 5 6
for - - - - { Outward pilotage -	364 12 9		
To balance - - - - -	72 18 8		
£.	977 5 6	£.	977 5 6

PORT OF GALWAY.

BYE-LAWS.

— Nil. —

NAMES of PILOTS.

See p. 117 of Parl. Paper, No. 267 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
n Roadstock to Dock - - -	79	28 17 6	48	18 15 -	18	27 - -	40	76 8 9	185*	151 1 3

(2.)—OUTWARDS.

m Dock to Roadstead - - -	79	28 17 6	48	18 15 -	18	27 - -	40	76 8 9	185	151 1 3
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* 53 vessels of this total number took pilots from Arran Islands to Roadstead, for which pilotage fees amounted to 223 l. 6 s.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
gross amount received for—		By amount paid to pilots - - -	525 8 6
Inward pilotage from Roadstead to Dock -	151 1 3		
Outward - - ditto - - ditto - -	151 1 3		
gross amount received inwards from Arran Islands to Roadstead - - - -	223 6 -		
£.	525 8 6	£.	525 8 6

22 January 1877.

R. Stephens, Secretary.

PORT OF LIMERICK.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 76 of Parl. Paper, No. 204 of 1874.

PORT OF LIMERICK—*continued.*

NAMES of PILOTS.

Limerick or Eastern District.

James Sweetland	-	-	aged 45	Sinon Kelly	-	-	-	aged 55
James Hanrahan	-	-	30	John Blue	-	-	-	43
John Hanrahan	-	-	25	Daniel Sullivan	-	-	-	56
Michael Fitzmaurice	-	-	58	Charles Hanrahan	-	-	-	61
James O'Brien	-	-	41	Richard Joyce	-	-	-	44
Thomas Mahony	-	-	30	John Joyce	-	-	-	32
Michael Hanrahan	-	-	35	Mathew Hanrahan	-	-	-	45
Denis Behan	-	-	31	Patrick Mahony	-	-	-	60
Michael Behan	-	-	28	John Magrath	-	-	-	51
Michael Reynolds	-	-	51	John Fitzmaurice	-	-	-	46
John Martin	-	-	38	Patrick Keays	-	-	-	70
Michael Murray	-	-	53	Martin Purtill	-	-	-	55

*Limits:—*Piloting within the tidal estuary of the River Shannon, between Limerick and the Sea.

Western District.

Felix Brennan	-	-	aged 51	Denis O'Keeffe	-	-	-	aged 39
Sinon Griffin	-	-	31	Patrick M'Namara	-	-	-	24
Michael Griffin	-	-	70	Thomas M'Namara	-	-	-	35
Sinon Scanlan	-	-	31	John M'Namara	-	-	-	62
John Milligan	-	-	67	Michael M'Mahon	-	-	-	33
Michael Brennan	-	-	27	Patrick Brennan	-	-	-	42
Patt Brennan	-	-	24	Michael Scanlan	-	-	-	67
Michael Milligan	-	-	25	James Cahill	-	-	-	29
Patt O'Brien	-	-	39	Patrick Cahill	-	-	-	34
Denis Behan	-	-	50	James Keating	-	-	-	39
Denis Cahill	-	-	64	Stephen Brennan	-	-	-	54
Patrick Brennan	-	-	41	Michael Hanrahan	-	-	-	51
John M'Donnell	-	-	28	Michael Cahill	-	-	-	42
Denis Lynch	-	-	54	Charles M'Donnell	-	-	-	70
Michael Crotty	-	-	54	Daniel Behan	-	-	-	24
Darby O'Keeffe	-	-	65	Michael Brennan	-	-	-	26

*Limits:—*Piloting within the tidal estuary of the River Shannon, between Limerick and the Sea.

AMOUNT received for PILOTAGE of VESSELS in 1876.

Pilots at this port are not incorporated, and the required return not obtainable. They are merely licensed by the Harbour Commissioners, who have no knowledge of their receipts.

ACCOUNT of MONIES received in respect of PILOTS or PILOTAGE.

The pilotage funds are managed by the pilots themselves, and do not come into the hands of the Harbour Commissioners.

5 January 1877.

William Carroll, Secretary.

PORT OF LONDONDERRY.

BYE-LAWS.

See p. 152 of Parl. Paper, No. 408 of 1867.

PORT OF LONDONDERRY—continued.

NAMES of PILOTS.

John O'Donnell - - - aged 56	Hugh M'Laughlin - - - aged 61	Daniel Gillespie - - - aged 44
George Hutchison - - - 46	Neal Gillespie (No. 1) - - - 52	James Smith - - - 66
James O'Donnell - - - 51	Patrick O'Donnell - - - 66	Michael Loughrey - - - 33
Joseph Mitchell - - - 41	Neal Gillespie (No. 2) - - - 51	John O'Donnell - - - 39
John Gillespie (No. 2) - - - 51	John Smith - - - 42	Francis Gillespie - - - —
William Bradley - - - 56	John Gillespie (No. 3) - - - 48	Con. O'Donnell - - - —
Samuel M'Cann - - - 52	George Clark - - - 45	William Gillespie - - - —
John M'Gonagle - - - 43	Daniel M'Carron - - - 55	John M'Laughlin - - - 43
John Gillespie (No. 1) - - - 55		

Supernumerary Pilots.

Thomas M'Candless.
Samuel M'Candless.
Hugh M'Gonagle.

John M'Intyre.
Robert Aitken.
Randolph Reilly.

Michael Gillespie.
Daniel M'Devitt.
Charles M'Carron.

RATES of PILOTAGE.

See p. 42 of Parl. Paper, No. 206 of 1870.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
Sea to Londonderry -	394	£. s. d. 562 6 10	244	£. s. d. 345 16 6	5	£. s. d. 9 9 7	55	£. s. d. 143 2 2	-	- - -	-	- - -	8	£. s. d. 20 9 9	62	£. s. d. 156 19 -	768	£. s. d. 1,238 3 10
Sea to Moville -	130	279 10 11	-	- - -	90	229 19 4	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	220	509 10 3
TOTAL - -	524	841 17 9	244	345 16 6	95	239 8 11	55	143 2 2	-	- - -	-	- - -	8	20 9 9	62	156 19 -	988	1,747 14 1

(2.)—OUTWARDS.

Londonderry to Sea -	580	£. s. d. 412 10 5	66	£. s. d. 47 11 11	21	£. s. d. 35 8 10	31	£. s. d. 50 6 8	11	£. s. d. 11 6 3	7	£. s. d. 7 2 10	15	£. s. d. 20 16 10	37	£. s. d. 59 3 8	768	£. s. d. 644 7 5
Moville to Sea -	16	£. s. d. 4 4 -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	16	£. s. d. 4 4 -
TOTAL -	596	£. s. d. 416 14 5	66	£. s. d. 47 11 11	21	£. s. d. 35 8 10	31	£. s. d. 50 6 8	11	£. s. d. 11 6 3	7	£. s. d. 7 2 10	15	£. s. d. 20 16 10	37	£. s. d. 59 3 8	784	£. s. d. 648 11 5

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
Amount of fees received from applicants for licenses and certificates - - -	28 12 6	By amount paid for salaries of secretary, clerk, and other officers - - -	119 16 3
Amount received for fines and forfeitures -	39 5 11	By amount paid for or in respect of pilot boats, buoys, &c. - - -	26 7 5
Gross amount received { Inward pilotage -	1,747 14 1	By amount paid for pensions or superannuations - - -	25 - -
or { Outward pilotage -	648 11 5	By pilotmaster's salary - - -	120 - -
		By amount paid to pilots - - -	1,858 13 1
		By uniform clothing - - -	93 5 3
		By amount refunded - - -	8 18 2
		By detention of Ennishowen pilots in Derry on duty - - -	2 3 -
		By amount transferred to the Londonderry Port and Harbour Commissioners' account -	210 - 9
£.	2,464 3 11	£.	2,464 3 11

14 May 1877.

A. H. Stewart, Secretary.

PORT OF NEW ROSS.

REGULATIONS.

None beyond those contained in the Harbour Act of 1861.

RATES of PILOTAGE.

The Rates printed at p. 107 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES of PILOTS.

Thomas Kehae	-	-	-	-	aged 69	Michael Allen	-	-	-	-	aged 32
John Leary	-	-	-	-	53						
John Keating	-	-	-	-	46	Michael Wheelan	-	-	-	-	31

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Cheekpoint to New Ross - -	214	125 8 8	4	12 7 6	15	43 8 6	233	181 4 8

(2.)—OUTWARDS.

From New Ross to Cheekpoint - -	214	125 16 4	4	12 7 6	15	46 9 3	233	184 13 1
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Note.—All vessels pay pilotage rates whether towed by steam or not.
No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at Cheekpoint, which is the entrance to the Port of New Ross, inasmuch as same is paid to the Commissioners of the Port and Harbour of Waterford.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received { Inward pilotage -	181 4 8	By amount paid for salaries of secretary, clerk, and other officers - - -	104 - -
for - - - - { Outward pilotage -	184 13 1	By amount paid for rent of offices, &c. -	12 5 -
To amount received for income tax - -	1 10 10	By amount paid for or in respect of pilot boats, buoys, &c. - - - -	8 8 -
To balance due - - - -	15 15 8	By amount paid to pilots - - -	258 11 3
£.	383 4 3	£.	383 4 3

9 June 1877.

James Kearns, Secretary.

PORT OF NEWRY.

BYE-LAWS.

See 10 Geo. 4, c. 126, sects. 135, 136, 137, 138, and 139.

RATES of PILOTAGE.

For Vessels boarded at any distance outside the Bar of Carlingford not exceeding five miles, Haulbowling Lighthouse bearing north-east to north-west to Warrenpoint Roads:

For every vessel from a foreign port - - - - - 2 s. per foot of draft of vessel.
For every cross-channel trader or coaster - - - - - 10 d. " "

For Vessels boarded inside the Bar to Warrenpoint Roads.

For every vessel from a foreign port - - - - - 1 s. 4 d. per foot of draft of vessel.
For every cross-channel trader or coaster - - - - - 6 d. " "

OUTWARDS.

One-third of the above Rates.

NAMES of PILOTS.

William Cunningham - - - - - aged 55	Robert Miller - - - - - aged 42	Donald Campbell - - - - - aged 49
Bert Dowdall - - - - - 32	Henry Townley - - - - - 42	James George - - - - - 28
John M'Aver - - - - - 48	Edward George - - - - - 66	John Maginnis - - - - - 25
William Maginnis - - - - - 62	William M'Bride - - - - - 55	James Coffee - - - - - 25

NAMES of APPRENTICES.—None.

AMOUNT received for PILOTAGE of VESSELS in 1876.

The information required in this Return cannot be furnished, as no part of the pilotage is collected in this office. It is received by the pilots themselves, who are scattered over a large district of coast. The Act does not render it imperative on vessels to take pilots; numbers, particularly traders, do not do so. The pilots are, moreover, engaged in other occupations, except when their services are required in their capacity of pilots, which occurs at very irregular periods. Steamers usually have a pilot specially appointed to them; either the master or one of the crew.

3 January 1877.

Thomas Smith, Harbour Master.
R. A. Plunkett, Secretary.

PORT OF SLIGO.

BYE-LAWS.

No alteration.

NAMES of PILOTS.

James Caraway - - - - - aged 45	Michael McLoughlen - - - - - aged 37	John Bruen - - - - - aged 54
James Caraway - - - - - 61	Michael Conway - - - - - 72	John Bruen, jun. - - - - - 46
Francis Herarty - - - - - 67	Michael Conway, jun. - - - - - 50	Pat. Bruen - - - - - 69
Artley Hewt - - - - - 46	Michael Gillon - - - - - 64	Pat. Gillon - - - - - 63
John Herarty - - - - - 31	William Gillon - - - - - 53	

RATES of PILOTAGE.

INWARDS.	1st April to 30th September.	1st October to 31st March.	INWARDS.	1st April to 30th September.	1st October to 31st March.
	s. d.	s. d.		s. d.	s. d.
From the Wheat Rock to Oyster Island.	1 6	2 -	From Island to the Quay -	1 -	1 -
From Raughley Point to Oyster Island.	1 2	1 6	From Island to the Pool -	- 6	- 6
From Outside the Bar to Oyster Island.	- 10	1 1	From Wheaten Rock to Bungar	1 3	1 9
From Sligo side the Bar to Oyster Island.	- 4	- 5	From Bungar to Quay - -	1 3	1 3
			OUTWARDS.		
			From any place to Sea - -	2 -	2 6

PORT OF SLIGO—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Wheaten Rock to Quays - - -	495	340 18 6	46	82 5 6	33	50 10 -	574	473 14 -

(2.)—OUTWARDS.

From Quays to Sea - - - - -	495	237 5 6	46	65 11 6	33	32 2 6	574	334 19 6
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation or widows' fund - - -	23 15 -	By amount paid for salaries of secretary, clerk, and other officers - - -	27 9 6
To gross amount received { Inward pilotage	334 19 6	By amount paid for pensions or superannuations - - -	51 6 8
for - - - - - { Outward pilotage	473 14 -	By amount paid to widows of pilots - -	23 15 -
£.	832 8 6	By balance paid to pilots - - -	729 17 4
		£.	832 8 6

Note.—The Harbour Commissioners pay pilot masters and rent of watchhouses out of other Harbour funds, and the amounts are not deducted from pilotage payments.

20 February 1877. Moses Monds, Secretary.

PORT OF TRALEE.

No Return furnished.

PORT OF WATERFORD.

EXTRACT from BYE-LAWS and RATES of PILOTAGE issued by the Harbour Commissioners on 5th September 1870.
See p. 71 of Parl. Paper, No. 178 of 1871.

NAMES of PILOTS.

John Murray - - - aged 80	James Barry - - - aged 47	Patrick Rogers - - - aged
Edward Rogers - - - 62	John Robinson - - - 50	John Glody - - - -
Patrick Kelly - - - 67	Robert Butler - - - 62	John Kennedy - - - -
Thomas Henry - - - 59	John Diggins - - - 63	John Rogers - - - -
William Walsh - - - 59	Thomas Glody - - - 62	Oswald Robinson - - -
Thomas Power - - - 58	John Mackey - - - 49	John Donnelly - - - -
Edward Kelly - - - 57	Patrick Power - - - 47	Maurice Butler - - - -
John Fowler - - - 54	Edward Delaney - - - 52	Thomas Fitzgerald - - -
Patrick Barry - - - 54	Isaac Ryan - - - 36	Philip Boulcher - - - -

PORT OF WATERFORD—*continued.*

RATES of PILOTAGE.

See p. 85 of Parl. Paper, No. 292 of 1876.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.		T O T A L S.	
	C O A S T E R S.		O V E R S E A.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Great Newtown Head to Passage East	—	- - -	5	16 19 5	8	22 15 5	13	39 14 10
From Newtown Head to Cheekpoint or Glasshouse.	—	- - -	7	32 4 6	11	41 8 2	18	73 12 8
From Great Newtown Head to Waterford -	—	- - -	35	328 10 10	65	406 13 11	100	735 4 9
From Hook Tower to Passage East - -	69	42 9 7	5	16 4 4	19	45 9 2	93	104 3 1
From Hook Tower to Cheekpoint or Glasshouse.	168	112 13 6	—	- - -	8	28 12 8	176	141 6 2
From Hook Tower to Waterford - - -	772	953 7 -	31	224 16 1	17	101 1 3	820	1,279 4 4
From Passage East to Waterford - - -	33	20 11 8	—	- - -	1	5 17 6	34	26 9 2
TOTAL - - -	1,042	1,129 1 9	83	614 15 2	129	651 18 1	1,254	2,399 15 -

(2.)—OUTWARDS.

From Waterford to Passage East	754	498 8 10	—	—	—	—	754	498 8 10
From Waterford to Sea	63	379 4 10	25	47 3 11	82	358 16 4	170	785 5 1
From Cheekpoint or Passage to Sea	27	32 12 8	5	7 15 —	34	56 9 10	66	96 17 6
TOTAL	844	910 6 4	30	54 18 11	116	415 6 2	990	1,380 11 5

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
gross amount received	2,399 15 —	Balance due, general revenue	2,835 4 1
for — — — — —	1,380 11 5	By amount paid for salaries of secretary, clerk, and other officers, including proportion of office expenses	549 3 2
amount received from other sources	36 3 —	By amount paid for rent of offices, &c.	40 — —
balance due, general revenue	3,005 11 3	By amount paid for or in respect of pilot boats, buoys, &c.	322 3 9
		By amount paid for pensions or superannuations	484 10 6
		By subscriptions to life boats	30 — —
		By amount paid pilots	2,560 19 2
£.	6,822 — 8	£.	6,822 — 8

16 April 1877.

Hugh N. Nevins, Secretary.

PORT OF WESTPORT.

BYE-LAWS.

— Nil. —

NAMES of PILOTS.

John Gibbons	-	-	-	aged 39	Pat. Kelly	-	-	-	aged 29
Thomas Gibbons	-	-	-	37					
Pat. Fadden	-	-	-	62	Thomas J. Gibbons	-	-	-	42

RATES of PILOTAGE.

The Rates printed at p. 272 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From the Lighthouse at Inishgort to any place within the Harbour of Westport.	67	£. s. d. 66 15 10½	1	£. s. d. 1 14 6	16	£. s. d. 47 14 -	84	£. s. d. 116 4 4½

(2).—OUTWARDS.

From any place within the Harbour of Westport to the Lighthouse at Inishgort.	67	£. s. d. 66 15 10½	1	£. s. d. 1 14 6	16	£. s. d. 47 14 -	84	£. s. d. 116 4 4½
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Note.—No scale of rates according to distance.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received { Inward pilotage	116 4 4½	By amount paid for salaries of pilots - -	209 4 -
for " " " " " { Outward pilotage	116 4 4½	By 10 per cent. deducted from the gross amount of pilotage received, carried to the credit of the Harbour Commissioners -	23 4 9
£.	232 8 9	£.	232 8 9

6 January 1877.

John Reed, Secretary.

PORT OF WEXFORD.

BYE-LAWS.
No alteration.

NAMES of PILOTS.

Jack Cogley - aged 51	Martin Furlong - aged 39	Nicholas Saunders, aged 54	Patrick Rooney - aged 79
Joseph Philips - - 55	Moses Murphy - - 40	William Carley - - 53	Nicholas Devereux - 63
Robert Blake - - 54	John M'Grath - - 41	Michael Blake - - 39	Martin Breen - - 63
Michael Brady - - 40	Richard Gaul - - 35	Laurence Neil - - 35	Lawrence Duggan - 31

RATES of PILOTAGE.

For every vessel entering the limits of the Wexford pilotage district and discharging and taking in any cargo, or without discharging any cargo, taking in any additional cargo in the harbour of Wexford or the harbour of Rosslare, and then going out of the said district, the inward and outward pilotage together 5 d. per register ton on every ton which such vessel shall measure.	ing a pilot, but not discharging or receiving any cargo within such limits, for the inward and outward pilotage 2 d. per register ton on every ton which such vessel shall measure.
For every vessel entering the limits of the Wexford pilotage district and discharging any cargo in the harbour of Wexford or the harbour of Rosslare, but not taking in any cargo, for the inward pilotage 4 d. per register ton on every ton which such vessel shall measure.	And also in addition to the pilotage rates above mentioned : Vessels piloted from or to any point outside the limits of the Wexford pilotage district : For every vessel not exceeding 100 register tons, 1 l. For every vessel exceeding 100 register tons, and not exceeding 200 register tons, 2 l. For every vessel exceeding 200 register tons, 2 l. for the first 200 register tons, and 2 l. additional for every 100 register tons beyond the first 200 register tons which such vessel shall measure.
For every vessel going out of the limits of the Wexford pilotage district with cargo, but not having entered those limits with cargo, the outward pilotage 4 d. per register ton on every ton which such vessel shall measure.	The pilotage rates hereinbefore mentioned shall be demandable and recoverable in respect of any vessel which enters or leaves, or enters and leaves, the limits within which the Rosslare Harbour Commissioners have authority, without discharging or taking in any cargo or ballast within any part of the Wexford pilotage district, other than within the said limits.
For every vessel entering or going out of the Wexford pilotage district in ballast, and employing a pilot, and which shall not have any of the foregoing rates, for the inward pilotage 1 d., and for the outward pilotage 1 d. per register ton on every ton which such vessel shall measure.	Steamers to pay three-fourths of the before-mentioned pilotage rates.
For every vessel coming within the limits of the Wexford pilotage district by reason of the stress of weather, or other cause, and employ-	

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.			£. s. d.
Bay to Quay - - -	82	70 1 10	858	789 6 6	8	11 10 6	- - nil - -	948	870 18 10

(2).—OUTWARDS.

Quay to Bay - - -	402	162 2 -	538	182 6 3	8	7 4 3	- - nil - -	948	351 12 9
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ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
Gross amount received { Inward pilotage	870	18	10	By balance from last account - - -	246	1	3
{ Outward pilotage	351	12	9	By amount paid for salaries of secretary, clerk, and other officers - - -	30	10	10
Balance carried to next account - -	128	-	5	By amount paid for rent of offices, &c. - -	-	10	-
				By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	82	10	8
				By amount paid for pensions or superannuations - - - - -	22	10	-
				By amount paid to pilots - - - - -	698	9	3
£.	1,350	12	-	£.	1,350	12	-

24 March 1877.

Jasp. W. Walsh, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of Sect. 337

R E C E I P T.

	£.	s.	d.	£.	s.	d.
Dividends :						
One year's dividend on 96,915 l. 7 s. 7 d. capital, New 3 per Cent. Annuities -	-	-	-	2,907	9	2
Dues and Rates :						
Amount received on annual renewal of licenses to pilots in districts not under the superintendence of Sub-Commissioners - - - - -	1,372	1	5			
Poundage on pilots' earnings collected at London and the Outports - - -	4,167	1	4			
Dues on turns of pilotage paid by pilots at the Cinque Ports - - - - -	513	14	-	6,052	16	9
Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853 - - - - -	-	-	-	384	10	-
Miscellaneous :						
Amount of balances proceeding from the receipt and payment of pilotage of foreign vessels in the Port of London, and forfeitures of pilotage, and issue of choice letters, &c. - - - - -	487	5	7			
Balance of fees received on the issue and renewal of pilotage certificates, and on grant of new licenses and extended qualifications for the Port of London and Channels leading thereto, and at the Outports, after deducting charges - -	1,057	2	4			
Shipping money carried to this account - - - - -	5,000	-	-	6,544	7	11
TOTAL REVENUE - - - - -			£.	15,839	3	10
Deficiency carried to next Account - - - - -				375	3	11
TOTAL - - - - -			£.	16,214	7	9

Trinity House, London, E. C., }
11 August 1877.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

of the *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31st December 1876.

of the Act 17 & 18 Vict. c. 104.)

EXPENDITURE.

Expenses of carrying the Act into execution :	£. s. d.	£. s. d.
Salaries and allowances to officers in London and at the Cinque Ports - -	2,215 - -	
Stationery, stamps, printing, inspecting and incidental expenses, and law charges	403 11 7	2,618 11 7
Pensions and Allowances :		
To superannuated pilots, their wives, widows, and children, and occasional relief to same during the year, at London and the Outports - - - - -	4,378 2 11	
To ditto at the Cinque Ports - - - - -	1,278 17 1	5,657 - -
Almshouse Establishment :		
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting twelve almshouses at Mile End - - - - -	450 16 2	
Cost of repair and maintenance of the said houses - - - - -	71 16 7	522 12 9
Pilot Stations :		
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet -	- - -	265 18 11
Paid for purchase of 2,141 l. 18 s. capital, New Three per Cents. - - - -	2,000 - -	
Ditto - ditto - 3,174 l. 12 s. 1 d. - - ditto - - - - -	3,000 - -	5,000 - -
Payments to appointees of Cinque Ports pilots on their decease - - - - -	- - -	572 - -
TOTAL EXPENDITURE - - - £.		14,636 3 3
Deficiency from 1875 - - - - -		1,578 4 6
TOTAL - - - £.		16,214 7 9

Robin Allen, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

LONDON DISTRICT.

BYE-LAWS, ORDERS, REGULATIONS, &c.

See p. 80 of Parl. Paper, No. 260 of 1872.

NAMES of PILOTS.

See pp. 90, 91 of Parl. Paper, No. 292 of 1876.

Omit the names of—						
G. Butchart.			R. Wheeler.	J. Martin (2.)	S. Doust.	
G. E. Kendrick.			J. Bennett.	J. T. Tadhunter.	T. H. Matthews.	
T. Leigh.			C. Charlton.	W. E. Coe.	P. Richbell.	
H. B. Mumford.			Q. T. Daines.	W. H. Coe.	T. Smith.	
E. W. Pidgeon.			G. Elliott.	W. E. Evans.	T. D. Norris.	
Add the names of—						
G. Harrison	-	aged 32	} Limits of License :—From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the Owers, and vice versa and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.			
G. Ougham	-	- 30				
W. Ralph	-	- 34				
S. Penney	-	aged 29	} Limits of License :—From Gravesend down the River Thames and South Channels to Dungeness, and vice versa; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into and out of Ramsgate Harbour.			
J. Ellison	-	- 34				
G. J. Vidler	-	- 26				
S. Hubbard	-	aged 31	} Limits of License :—From Gravesend down the River Thames and the North Channel to Orfordness, and into and out of Harwich Harbour.			
S. D. Pascoe	-	- 31				
G. E. Posgate	-	- 29				
J. J. Uven	-	aged 32	} Limits of License :—From Sizewell Bank Buoy up the North Channel to Gravesend, and into and out of Harwich Harbour.			
R. Dawson	-	- 32				
J. Herrington	-	- 28				
F. S. Osborne	-	- 28				

AMOUNT received for PILOTAGE of VESSELS

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.					
	COASTERS.				OVERSEA	
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Dungeness to Gravesend	-	-	15	148 17 10	118	1,093 2 8
From Downs, &c. to Gravesend	-	-	14	114 1 5	60	414 19 2
From Dover to Gravesend	-	-	4	22 10 7	32	254 17 1
From Southwold to Gravesend	-	-	-	-	-	-
From Lowestoft to Gravesend	-	-	1	7 8 6	1	7 7 -
From Smith's Knowl to Gravesend	-	-	-	-	-	-
From Sea, &c. to Nore	-	-	-	-	-	-
From Sea, &c. to Eastness	-	-	-	-	-	-
From Sea, &c. to Harwich	-	-	3	4 6 8	-	-
From Isle of Wight to Gravesend	-	-	-	-	-	-
From Gravesend to London	84	119 8 -	3,939	4,864 14 6	76	155 7 7
From Gravesend to Blackwall	23	37 15 -	1,100	1,646 14 4	62	115 6 1
From Gravesend to Long Reach, &c.	-	-	-	-	5	13 8 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

LONDON DISTRICT.

NAMES OF PILOTS—continued.

Add the names of—

H. Holland	-	-	aged 32	} <i>Limits of License</i> :—From London Bridge down the River Thames to Gravesend, and back again to London Bridge.
Mullender	-	-	- 33	
Sinclair	-	-	- 30	
Spiers	-	-	- 32	
Stanley	-	-	- 30	
J. Oates	-	-	- 32	
John Targett	-	-	aged 48	} <i>Limits of License</i> :—For the navigation between London Bridge and Gravesend (for Home Trade Steam Passenger Ships only).
Chapman	-	-	aged 51	
W. Condell	-	-	- 49	} <i>Limits of License</i> :—For the navigation between London Bridge and Gravesend (for exempted vessels only).
W. Brown	-	-	- 51	
Simmons	-	-	- 40	
J. A. Watkins	-	-	- 33	
Watkins (2)	-	-	- 49	
Wilson	-	-	- 45	
W. E. Richbell	-	-	- 26	

RATES of PILOTAGE.

See p. 7 of Parl. Paper, No. 408 of 1867.

Into and Out of the Port of London, in 1875.

(1.)—INWARDS.

- BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
- OVERSEA.		Not Towed by Steam.		Towed by Steam.			
Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
2,020	24,274 19 1	81	777 4 -	1,001	11,938 2 9	2,235	38,232 6 4
196	1,589 - 9	493	4,931 13 1	425	3,414 18 -	1,188	10,464 12 5
160	1,661 12 11	21	179 15 8	113	1,252 6 4	330	3,371 2 7
7	67 12 2	172	2,228 10 3	104	1,077 10 5	283	3,373 12 10
14	160 11 2	227	3,148 3 9	152	1,942 16 6	395	5,266 6 11
-	- - -	9	154 14 6	8	114 9 6	17	269 4 -
-	- - -	42	318 16 10	1	7 8 6	43	326 5 4
-	- - -	12	73 - 6	-	- - -	12	73 - 6
4	11 16 3	65	300 - 8	6	26 13 -	78	342 16 7
52	1,020 6 7	-	- - -	-	- - -	52	1,020 6 7
3,473	8,653 19 -	163	471 14 11	2,593	8,866 6 4	10,328	23,131 10 4
1,019	3,675 7 9	100	193 15 -	396	1,213 7 9	2,700	6,882 5 11
15	46 12 9	8	14 11 2	38	114 10 4	66	189 2 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—LONDON DISTRICT—*continued.*(1.)—INWARDS—*continued.*

DISTANCES FOR WHICH PILOTED.				BRITISH VESSELS.					
				COASTERS.				OVERSEA.	
				Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
				No.	Amount.	No.	Amount.	No.	Amount.
					£. s. d.		£. s. d.		£. s. d.
From Gravesend to Erith	-	-	-	48	46 4 10	29	34 13 9	10	12 - 4
From Erith to London	-	-	-	39	42 6 3	17	40 12 3	12	16 16 -
From Long Reach to London	-	-	-	-	-	-	-	-	-
Distance Money	-	-	-	-	-	-	-	-	-
Lay Days, Docking, &c.	-	-	-	2,383	2,358 17 6	-	-	-	-
Shipping Money:									
	Ships.	£.	s. d.						
British Coasters	4	6	15 -	}	—	}	—	}	—
British Oversea	2,492	5,533	13 3						
Foreign Oversea	2,768	5,217	16 3						
	5,264	10,758	4 6						
TOTAL	-	-	-	-	2,604 11 7	-	6,883 19 10	-	2,083 3 11

(2.)—OUTWARDS.

From Gravesend to Downs	-	-	-	-	-	89	564 17 9	287	2,074 7 3
From Gravesend to Dover	-	-	-	-	-	48	462 6 6	6	51 5 11
From Gravesend to Dungeness	-	-	-	-	-	-	-	2	18 17 6
From Gravesend to Isle of Wight	-	-	-	-	-	-	-	-	-
From Gravesend, &c. to Plymouth	-	-	-	-	-	-	-	1	12 17 6
From Gravesend to Beachy, &c.	-	-	-	-	-	-	-	-	-
From Gravesend to Lowestoft	-	-	-	-	-	-	-	-	-
From London to Downs	-	-	-	-	-	-	-	4	41 11 6
From London to Dover	-	-	-	-	-	-	-	-	-
From London to Dungeness	-	-	-	-	-	-	-	-	-
From London to Isle of Wight	-	-	-	-	-	-	-	-	-
From London to Gravesend	-	-	-	219	248 11 4	4,743	6,309 - 5	45	99 - 8
From Blackwall to Gravesend	-	-	-	85	89 15 1	1,062	1,327 3 9	22	37 7 4
From Long Reach to Gravesend	-	-	-	-	-	-	-	7	11 3 6
From Erith to Gravesend	-	-	-	36	46 1 -	46	60 15 11	8	13 4 3
From London to Erith	-	-	-	50	121 8 3	291	212 19 11	19	28 12 -
From London to Long Reach	-	-	-	-	-	-	-	-	-
Lay Days, Docking, &c.	-	-	-	2,473	2,655 7 8	-	-	-	-
TOTAL	-	-	-	-	3,161 3 4	-	8,937 4 3	-	2,388 7 5

Note.—In this Return the number of Vessels (both Inwards and Outwards) has not been totalled, because in very many instances Pilotage

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—LONDON DISTRICT—*continued.*(1.)—INWARDS—*continued.*

- BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
- OVERSEA.							
Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
15	22 19 -	8	8 8 -	15	20 9 6	125	144 15 5
16	36 10 4	12	21 13 6	20	33 5 1	116	191 3 5
8	43 10 6	1	2 4 3	14	78 2 5	23	123 17 2
-	- - -	9	162 2 0	1	43 6 3	10	205 9 -
-	- - -	15	12 18 -	-	- - -	2,398	2,371 15 6
-	- - -	-	- - -	-	- - -	-	- - -
-	41,264 18 3	-	12,999 6 10	-	30,143 12 8	-	95,979 13 1

(2.)—OUTWARDS.

914	7,745 1 6	1,122	8,064 6 1	725	5,028 12 4	3,137	23,477 4 11
164	1,858 5 3	17	145 5 8	137	1,392 - 7	372	3,909 3 11
29	407 10 6	4	39 5 -	10	90 4 10	45	555 17 10
66	1,445 12 -	4	67 12 6	19	386 16 6	89	1,900 1 -
20	693 19 1	3	106 15 1	5	169 9 6	29	983 1 2
3	40 - 9	-	- - -	2	41 5 2	5	81 5 11
2	25 18 10	-	- - -	-	- - -	2	25 18 10
457	4,935 4 8	48	474 - 4	94	874 10 6	603	6,325 7 -
86	1,355 15 4	-	- - -	14	203 19 6	100	1,559 14 10
5	80 12 3	1	12 - -	1	9 - 9	7	101 13 -
76	1,762 2 2	-	- - -	3	66 16 1	79	1,828 18 3
2,025	4,238 10 9	180	506 - 7	1,595	3,721 3 8	8,807	15,122 7 5
545	1,806 7 1	84	173 7 5	263	705 3 -	2,061	4,139 3 8
6	14 7 3	25	39 6 3	21	23 17 1	59	98 14 1
15	22 18 2	53	67 13 6	32	32 4 -	190	242 16 10
14	25 7 6	29	37 13 3	37	59 9 4	440	485 10 3
11	53 4 -	-	- - -	9	27 18 6	20	81 2 6
-	- - -	-	- - -	-	- - -	2,473	2,655 7 8
-	26,510 17 1	-	9,733 5 8	-	12,842 11 4	-	63,573 9 1

vice has been rendered to the same Vessel for more than one of the Distances specified and provided for in the Scale of Rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

OUTPORT DISTRICTS.

General Remarks, &c.—In the following classified Returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vessels has not, in all cases, been totalled, because in many instances Pilotage Services has been rendered to the same Vessel for more than one of the Distances specified and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

See p. 84 of Parl. Paper, No. 178 of 1871.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 10 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.				Not Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	42	18 4 6	-	- -	7	18 14 -	1	5 5 -	4	10 18 -	54	53 1 6

(2.)—OUTWARDS.

From Harbour to Sea - -	49	24 18 6	3	1 4 -	3	2 9 6	1	2 5 -	4	4 11 -	60	35 8 -
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BEAUMARIS.

NAMES of PILOTS.

See p. 10 of Parl. Paper, No. 276 of 1875.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 11 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BEAUMARIS—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

PLACES for which VESSELS PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Sea (outside Sound) Beaumaris Bay, Con- land Bangor.	12	£. s. d. 14 3 1	52	£. s. d. 31 6 5	8	£. s. d. 20 5 -	6	£. s. d. 15 16 1	17	£. s. d. 47 3 6	7	£. s. d. 19 6 6	102	£. s. d. 148 - 7
Sea (inside Sound) Beaumaris Bay, Con- land Bangor.	2	£. s. d. 2 15 -	3	£. s. d. 1 17 1	1	£. s. d. 1 7 6	-	£. s. d. - - -	1	£. s. d. 1 7 6	1	£. s. d. 2 2 -	8	£. s. d. 9 9 1
Port Dinorwic to Bangor.	486	£. s. d. 138 6 -	21	£. s. d. 5 18 6	-	£. s. d. - - -	1	£. s. d. - 4 -	-	£. s. d. - - -	-	£. s. d. - - -	508	£. s. d. 144 8 6
Caernarvon to Cad-	8	£. s. d. 3 13 -	24	£. s. d. 7 15 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	32	£. s. d. 11 8 -
ys, &c. - - -	47	£. s. d. 17 10 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	47	£. s. d. 17 10 -
TOTAL - - -	555	£. s. d. 176 7 1	100	£. s. d. 46 17 -	9	£. s. d. 21 12 6	7	£. s. d. 16 - 1	18	£. s. d. 48 11 -	8	£. s. d. 21 8 6	697	£. s. d. 330 16 2

(2.)—OUTWARDS.

Beaumaris Bay, Con- land Bangor to Sea.	-	£. s. d. - - -	62	£. s. d. 29 1 3	4	£. s. d. 5 13 -	1	£. s. d. - 10 6	5	£. s. d. 4 14 -	-	£. s. d. - - -	72	£. s. d. 39 18 9
Cadnant to Port Di- norwic.	602	£. s. d. 146 19 6	45	£. s. d. 11 17 -	-	£. s. d. - - -	2	£. s. d. 1 3 3	-	£. s. d. - - -	-	£. s. d. - - -	649	£. s. d. 159 19 9
Cadnant to Caernar-	20	£. s. d. 8 14 6	28	£. s. d. 10 12 9	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	2	£. s. d. 1 6 -	50	£. s. d. 20 13 3
TOTAL - - -	622	£. s. d. 155 14 -	135	£. s. d. 51 11 -	4	£. s. d. 5 13 -	3	£. s. d. 1 13 9	5	£. s. d. 4 14 -	2	£. s. d. 1 6 -	771	£. s. d. 220 11 9

BRIDGWATER.

NAMES of PILOTS.

See p. 11 of Parl. Paper, No. 276 of 1875. Omit the names of Henry Came and James Jobson.

RATES of PILOTAGE.

See p. 97 of Parl. Paper, No. 292 of 1876.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDGWATER—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTAL	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Bridgwater - - - -	21	14 10 -	56	49 7 8	9	25 13 3	12	27 16 6	98	117 -
From Sea to Burnham - - - -	7	10 14 -	104	45 6 -	-	- - -	-	- - -	111	56 -
From Burnham to Bridgwater - - -	260	84 11 3	841	331 15 1	-	- - -	7	1 16 8	1,108	418 -
TOTAL - - -	288	109 15 3	1,001	426 8 9	9	25 13 3	19	29 13 2	1,317	591 10

(2.)—OUTWARDS.

From Bridgwater to Sea - - - -	5	2 5 6	53	19 7 9	5	16 9 -	7	10 9 2	70	48 -
From Burnham to Sea - - - -	-	- - -	91	37 3 6	-	- - -	-	- - -	91	37 -
From Bridgwater to Burnham - - -	67	26 6 9	384	147 3 7	-	- - -	2	5 4 -	451	173 -
TOTAL - - -	72	28 12 3	528	203 14 10	5	16 9 -	9	15 13 2	612	259 -

BRIDPORT.

NAMES of PILOTS.
See p. 99 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.
See p. 13 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTAL	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.						
From Sea to Harbour - -	46	34 8 6	-	- -	3	6 12 -	1	- 18 4	7	13 5 -	57	55 -

(2.)—OUTWARDS.

From Harbour to Sea - -	45	19 13 9	1	- 4 6	1	2 - -	-	- - -	9	8 10 6
									56	30 -

CAERNARVON.

NAMES of PILOTS.
See p. 14 of Parl. Paper, No. 276 of 1875. Omit the name of Thomas Roberts; and add the name of William Parr.

RATES of PILOTAGE.
See p. 14 of Parl. Paper, No. 276 of 1875.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—CAERNARVON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
m Outer Buoy to Caernarvon.	68	£. s. d. 39 7 -	6	£. s. d. 2 19 6	3	£. s. d. 4 7 -	3	£. s. d. 8 10 8	2	£. s. d. 2 19 -	-	£. s. d. - - -	82	£. s. d. 58 3 2
m Outer Buoy to Port Dinorwic.	4	3 12 -	-	- - -	-	- - -	1	- 15 -	-	- - -	-	- - -	5	4 7 -
TOTAL - - -	72	42 19 -	6	2 19 6	3	4 7 -	4	9 5 8	2	2 19 -	-	- - -	87	62 10 2

(2.)—OUTWARDS.

m Caernarvon to Outer Buoy.	160	118 2 6	2	1 2 -	8	5 8 6	1	- 18 9	1	- 12 -	1	- 9 -	173	126 12 9
m Port Dinorwic to Outer Buoy.	19	22 - 6	1	- 11 3	3	2 12 9	2	1 5 6	-	- - -	-	- - -	25	26 10 -
Days - - -	1	- 7 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 7 6
TOTAL - - -	180	140 10 6	3	1 13 3	11	8 1 3	3	2 4 3	1	- 12 -	1	- 9 -	199	153 10 3

CARLISLE.

NAMES of PILOTS.

See p. 15 of Parl. Paper, No. 276 of 1875.

Omit the name of Francis Carruthers; and add the name of James Richardson.

RATES of PILOTAGE.

See p. 100 of Parl. Paper, No. 292 of 1876.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Maryport to Silloth -	7	11 11 -	11	17 10 7	5	12 14 -	2	4 19 -	12	38 3 -	11	29 1 -	48	113 18 7

(2.)—OUTWARDS.

m Silloth to Maryport -	-	- - -	11	16 17 4	-	- - -	-	- - -	3	5 5 -	9	15 16 6	23	37 18 10
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

COLCHESTER.

NAMES of PILOTS.

See p. 17 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

See p 17 of Parl. Paper, No. 433 of 1866.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Pyefleet to Wivenhoe -	32	28 3 -	3	2 14 -	8	6 12 -	1	1 - -	5	4 4 -	49	42 13 -
From Pyefleet to Colchester	5	7 7 -	-	- -	1	1 4 -	-	- -	3	3 9 -	9	12 - -
From Eastness to Wivenhoe	-	- -	-	- -	1	1 15 9	-	- -	3	4 19 -	4	6 14 9
From Wivenhoe to Colchester	1	- 13 6	-	- -	-	- -	-	- -	-	- -	1	- 13 6
TOTAL - - -	38	36 3 6	3	2 14 -	10	9 11 9	1	1 - -	11	12 12 -	63	62 1 3

(2.)—OUTWARDS.

From Wivenhoe to Pyefleet -	35	21 16 6	1	1 - -	3	2 2 -	1	1 - -	5	5 1 3	45	30 19 9
From Wivenhoe to Eastness -	1	1 4 9	-	- - -	-	- - -	-	- - -	5	6 18 3	6	8 3 -
From Wivenhoe to Colne -	1	- 10 -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 10 -
From Colchester to Colne -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 9 9	1	1 9 9
From Colchester to Pyefleet -	2	2 8 -	-	- - -	1	1 1 -	-	- - -	2	2 2 -	5	5 11 -
TOTAL - - -	39	25 19 3	1	1 - -	4	3 3 -	1	1 - -	13	15 11 3	58	46 13 6

DARTMOUTH.

NAMES of PILOTS.

See p. 103 of Parl. Paper, No. 204 of 1874.

RATES of PILOTAGE.

See p. 16 of Parl. Paper, No. 276 of 1875.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—DARTMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
n Sea to Harbour -	39	46 9 2	41	47 12 10	21	33 7 0	61	159 5 6	22	48 16 5	18	32 15 5	202	368 6 10

(2.)—OUTWARDS.

n Harbour to Sea -	16	14 3 7	19	14 5 7	7	6 7 10	54	95 19 10	11	13 11 1	13	17 13 3	120	162 1 2
ance Money -	-	-	-	-	-	-	1	- 10 6	1	1 6 -	1	6 6 -	3	8 2 6
TOTAL -	16	14 3 7	19	14 5 7	7	6 7 10	55	96 10 4	12	14 17 1	14	23 19 3	123	170 3 8

EXETER.

NAMES of PILOTS.

See p. 102 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.

See pp. 102 and 103 of Parl Paper, No. 292 of 1876.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
n Sea to Bight - -	142	274 6 1	27	58 6 2	24	44 19 1	19	54 13 8	31	62 18 3	23	83 8 5	266	578 11 8
n Bar to Bight - -	22	26 10 5	7	15 14 6	4	8 3 -	2	3 19 8	9	13 14 6	3	12 2 5	47	80 4 6
n Bight to Surf - -	51	24 2 4	52	22 13 3	20	9 9 -	25	10 14 -	25	11 5 -	17	8 4 -	190	86 7 7
n Bight to Topsham -	20	14 19 5	18	12 11 3	-	- -	1	- 16 6	-	- -	3	2 18 11	42	31 6 1
n Sea to Axmouth -	18	27 3 10	2	4 - 1	3	6 17 3	1	1 6 9	3	4 19 -	1	1 11 7	28	45 18 6
TOTAL - - -	253	367 2 1	106	113 5 3	51	69 8 4	48	71 10 7	68	92 16 9	47	108 5 4	573	822 8 4

(2.)—OUTWARDS.

n Bight to Sea -	26	14 11 3	13	10 2 7	5	4 16 8	18	23 6 -	16	19 4 9	13	18 7 8	91	90 8 11
n Bight to Bar -	2	1 11 6	1	- 8 1	1	1 - -	2	1 9 9	-	- -	-	- -	6	4 9 4
n Surf to Bight -	96	50 9 10	27	12 7 4	7	4 7 10	-	- -	21	10 3 7	3	2 - 10	154	79 9 5
n Topsham to Bight -	15	11 14 8	11	6 15 -	2	2 - -	-	- -	6	5 10 9	1	1 1 9	35	27 2 2
TOTAL -	139	78 7 3	52	29 13 -	15	12 4 6	20	24 15 9	43	34 19 1	17	21 10 3	286	201 9 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

F A L M O U T H.

NAMES of PILOTS.

See p. 104 of Parl. Paper, No. 292 of 1876. Omit the names of James O. Tiddy, Nicholas Jenking, and Elias Warre Chard; and add the names of Charles Jenkins and Francis Vincent.

RATES of PILOTAGE.

See p. 19 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.				Not Towed by Steam.		Towed by Steam.			
	Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From off the Lizard, and parallel thereof, to Fal- mouth, and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point.	-	- - -	24	56 5 6	21	47 16 3	48	149 16 -	-	- - -	93	253 17
From Sea outside an imagi- nary line drawn from the Manacles to the Dodman and places within the ima- ginary line above stated.	17	30 14 10	825	2,803 3 6	261	831 - 3	1,681	5,604 9 6	135	438 19 8	2,919	9,708 7
Transporting, Lay Days, &c. (including money paid for detention by quarantine).	-	- - -	62	66 - -	12	12 12 -	89	71 18 6	12	11 2 -	175	161 12
TOTAL - - -	17	30 14 10	911	2,925 9 -	294	891 8 6	1,818	5,826 4 -	147	450 1 8	3,187	10,123 18

(2.)—O U T W A R D S.

From Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point to Sea.	-	- - -	236	396 15 -	689	1,076 6 1	402	599 14 10	1,092	1,901 13 2	2,419	3,974 9
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FLEETWOOD AND BARROW.

Definition of Limits:—From Sea into and out of the Harbours of *Fleetwood* and *Barrow*, and along the Coast from *Formby Point* to *Havering Point of Dudden*.

NAMES of PILOTS.

See p. 105 of Parl. Paper, No. 292 of 1876. Omit the names of Richard Hallsall and Stephen Charnley; and add the names of Stephen Charnley (resigned) and William Fred. Curwen.

RATES of PILOTAGE.

See p. 108 of Parl. Paper, No. 232 of 1873.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.		BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.														
		COASTERS.				OVERSEA.																						
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.																
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.													
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.												
From Sea to Fleetwood	- 136	79	7	6	170	86	5	6	14	27	7	-	15	33	1	3	12	28	14	3	10	25	7	6	357	280	3	-
From Sea to Barrow	- 36	35	4	7	45	47	18	4	17	52	2	3	154	356	17	8	15	39	14	-	44	153	1	1	311	684	17	11
From Sea to Piel	- - 7	5	2	10	8	4	10	1	7	10	14	6	-	-	-	-	8	14	7	9	-	-	-	-	30	34	15	2
From Piel to Barrow	- 98	49	9	6	36	16	16	1	7	7	9	6	16	15	17	-	2	2	10	-	2	2	11	-	161	94	13	1
Language	- - - 13	16	16	-	18	16	16	-	33	48	10	-	90	94	10	-	41	47	5	-	67	81	13	-	262	305	10	-
Transporting, Lay Days, &c.	4	1	13	-	8	4	4	-	10	4	7	-	23	13	1	-	12	5	15	6	18	7	16	-	75	36	16	6
TOTAL	- - - 294	187	13	5	285	176	10	-	88	150	10	3	298	513	6	11	90	138	6	6	141	270	8	7	1,196	1,436	15	8

(2.)—OUTWARDS.

From Fleetwood to Sea -	45	24 8 -	131	70 4 6	2	3 7 6	7	8 18 10	8	11 12 6	12	13 18 11	205	132 10 3
From Barrow to Sea -	7	5 16 -	63	49 6 1	10	15 13 2	131	231 5 10	4	7 13 9	41	75 7 7	250	385 2 5
From Piel to Sea -	4	2 14 6	7	5 2 9	7	8 9 -	6	7 10 -	6	6 19 -	1	1 1 -	31	31 16 3
From Barrow to Piel -	35	20 5 11	16	10 19 8	2	2 6 -	13	11 7 6	1	- 10 -	5	4 - 3	72	40 9 4
TOTAL - - -	91	53 4 5	217	135 13 -	21	29 15 8	157	259 2 2	19	26 15 3	59	94 7 9	564	598 18 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

F O W E Y.

NAMES of PILOTS.
See p. 106 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE
See p. 26 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.		
	COASTERS.				OVERSEA.										
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea (inside limits) to Fowey, Mevagissey Pier, Charleston, and Looe.	209	87 8 2	3	1 17 -	9	6 - 3	-	- - -	38	34 11 3	2	1 8 4	261	131 5 -	
From Sea (outside limits) to Fowey, Mevagissey Pier, Charleston, and Looe.	4	8 4 6	2	3 1 6	4	7 15 6	1	2 9 6	13	15 8 6	4	4 14 11	28	41 14 5	
Lay Days, &c.	- -	146	85 6 6	3	2 16 8	35	21 5 -	2	1 5 -	3	2 3 2	4	1 10 -	193	114 6 4
Distance Money	- -	-	- - -	- - -	2	7 - -	-	- - -	-	- - -	-	- - -	2	7 - -	
TOTAL	- - -	359	180 19 2	8	7 15 2	50	42 - 9	3	3 14 6	54	52 2 11	10	7 13 3	484	294 5 9

(2.)—OUTWARDS.

From Fowey, Mevagissey Pier, Charleston, and Looe (inside limits) to Sea.	156	60 14 3	2	1 10 4	6	5 13 -	-	-	-	24	18 16 8	4	2 4 6	192	88 18 8
From Fowey, Mevagissey Pier, Charleston, and Looe (outside limits) to Sea.	4	4 14 -	2	2 10 9	5	7 18 8	-	-	-	6	10 5 8	4	4 1 3	21	29 10 4
TOTAL - - -	160	65 8 3	4	4 1 1	11	13 11 8	-	-	-	30	29 2 4	8	6 5 9	213	118 9 1

H A R W I C H.

NAMES of PILOTS.
See p. 110 of Parl. Paper, No. 232 of 1873.

RATES of PILOTAGE.
See p. 27 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HARWICH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Harwich -	-	- - -	1	3 3 -	3	9 9 -	5	15 15 -	12	44 16 -	25	76 13 9	46	149 16 9
Rolling Grounds to Harwich.	3	4 14 6	1	1 11 6	3	5 5 -	1 ^c	1 1 -	4	6 6 -	1	1 11 6	13	20 9 6
Wrabness to Mistley	115	58 12 6	2	- 18 -	1	- 10 6	-	- - -	1	- 10 6	-	- - -	119	60 11 6
Mistley to Harwich -	8	6 14 9	-	- - -	6	10 11 9	-	- - -	7	9 3 2	8	15 14 6	29	42 4 2
TOTAL - - -	126	70 1 9	4	5 12 6	13	25 16 3	6	16 16 -	24	60 15 8	34	93 19 9	207	273 1 11

(2.)—OUTWARDS.

Harwich to Sea -	1	1 11 6	2	3 18 9	2	5 5 -	1	1 11 6	11	26 8 6	8	14 19 3	25	53 14 6
Mistley to Wrabness	119	61 14 3	2	1 1 -	-	- - -	-	- - -	-	- - -	-	- - -	121	62 15 3
Harwich to Mistley -	3	2 12 3	3	3 6 -	6	8 4 3	-	- - -	7	7 14 5	6	11 10 9	25	33 7 8
Wrabness to Harwich	4	4 17 3	1	- 5 -	-	- - -	-	- - -	-	- - -	9	12 3 -	14	17 5 3
Harwich to Rolling Grounds.	-	- - -	1	1 1 -	-	- - -	-	- - -	1	1 1 -	-	- - -	2	2 2 -
TOTAL - - -	127	70 15 3	9	9 11 9	8	13 9 3	1	1 11 6	19	35 3 11	23	38 13 -	187	169 4 8

HOLYHEAD.

NAMES of PILOTS.

See p. 107 of Parl. Paper, No. 292 of 1876. Omit the name of William Owen; and add the names of William Owen and Robert Jones.

RATES of PILOTAGE.

See p. 107 of Parl. Paper, No. 292 of 1876.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Harbour -	8	11 - 6	10	12 14 1	30	60 3 7	24	63 - 4	46	96 5 6	15	34 16 5	133	278 - 5

(2.)—OUTWARDS.

Harbour to Sea -	2	3 8 3	5	3 2 6	16	37 3 9	14	30 16 -	20	42 - 3	9	24 3 -	66	140 13 9
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

IPSWICH.

NAMES of PILOTS.

See p. 109 of Parl. Paper, No. 204 of 1874.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Harwich to Downham	48	£. s. d. 21 19 5	12	4 19 8	23	11 3 2	27	13 16 1	42	21 6 5	55	32 6 8	207	£. s. 105 11
From Harwich to Ipswich	2	1 17 2	25	10 11 3	1	— 16 —	2	1 9 5	2	2 — 6	11	14 12 10	43	31 7
From Downham to Ipswich	203	106 13 4	155	74 8 8	35	18 10 6	36	21 9 1	31	17 16 3	74	48 11 8	594	287 9
From Levington to Ipswich	2	1 17 8	2	1 15 11	1	— 14 8	2	1 18 4	1	— 15 9	5	4 9 —	13	11 11
From Levington to Downham.	38	10 16 —	45	12 16 10	1	— 3 —	1	— 3 6	1	— 4 6	2	— 10 7	88	24 14
TOTAL - - -	293	143 3 7	239	104 12 4	61	31 7 4	68	38 16 5	77	42 3 5	147	100 10 9	885	460 13

(2.)—OUTWARDS.

From Ipswich to Harwich	35	39 14 2	45	29 3 7	2	2 9 6	9	7 13 5	30	31 9 10	79	72 16 6	200	183 7
From Ipswich to Downham	70	34 9 4	67	30 3 7	2	— 12 3	5	2 11 —	—	— — —	3	1 11 11	147	69 8
From Ipswich to Levington	45	35 11 1	61	41 14 11	—	— — —	2	1 5 2	1	— 19 3	1	— 17 1	110	80 7
From Levington to Harwich	—	— — —	3	— 17 —	—	— — —	—	— — —	—	— — —	—	— — —	3	— 17
TOTAL - - -	150	109 14 7	176	101 19 1	4	3 1 9	16	11 9 7	31	32 9 1	83	75 5 6	460	333 19

ISLE OF WIGHT DISTRICT.

NAMES of PILOTS.

See p. 109 of Parl. Paper, No. 292 of 1876. Omit the names of Edward H. Osborne, James Webb, and Frederick Osborne; and add the names of Clifford A. Caws and Edwin J. C. Wallis.

RATES of PILOTAGE.

See p. 110 of Parl. Paper, No. 292 of 1876.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—ISLE OF WIGHT DISTRICT—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Cowes - - -	-	- - -	-	- - -	6	26 3 6	11	46 - 10	27	103 14 3	11	33 5 3	55	209 3 10
Sea to Portsmouth - -	-	- - -	1	4 8 6	11	40 7 6	8	42 7 7	31	149 15 6	3	10 - 6	54	246 19 7
Sea to Southampton -	1	4 11 -	-	- - -	6	20 19 6	17	82 4 5	14	57 12 6	10	55 5 1	48	220 12 6
Sea to Leap, &c. - -	1	4 8 -	9	26 16 10	21	84 18 11	266	1,259 16 6	81	331 2 -	100	489 5 11	478	2,196 8 2
Sea to Spithead, &c. -	-	- - -	2	5 10 7	24	92 16 4	38	168 10 5	63	242 10 6	58	266 13 8	185	776 1 6
Sea to Chichester, &c. -	65	70 8 -	1	- 18 -	-	- - -	-	- - -	-	- - -	-	- - -	66	71 6 -
Spithead to Portsmouth -	18	20 3 -	34	45 8 1	28	28 10 -	1	3 - -	5	10 9 6	2	5 1 6	88	112 12 1
and out of Places within the District.	37	57 8 -	-	- - -	5	7 8 -	-	- - -	8	9 13 -	1	- 13 6	51	75 2 6
Working Money - - -	2	2 - -	12	15 - -	50	66 - -	249	479 - -	189	216 - -	150	287 - -	652	1,065 - -
Transporting - - - -	-	- - -	29	30 9 -	1	1 1 -	-	- - -	20	19 17 6	2	2 2 -	52	53 9 6
TOTAL - - -	124	158 18 -	88	128 11 -	152	368 4 9	690	2,080 19 9	438	1,140 14 9	337	1,149 7 5	1,729	5,026 15 8

(2.)—O U T W A R D S.

from Cowes to Sea - - -	-	- - -	1	2 19 1	3	13 16 6	5	19 1 8	13	40 12 9	11	26 1 9	33	102 11 9
from Portsmouth to Sea -	-	- - -	-	- - -	11	31 11 3	7	26 14 4	8	34 14 -	4	16 16 -	30	109 15 7
from Spithead, &c. to Sea -	-	- - -	1	2 - 6	6	28 17 3	7	27 1 3	21	74 15 5	4	15 4 -	30	147 18 5
from Chichester, &c. to Sea -	15	11 2 -	2	1 14 -	-	- - -	-	- - -	-	- - -	-	- - -	17	12 16 -
from Portsmouth to Spithead -	13	18 2 6	34	29 13 6	32	31 8 -	1	2 5 -	5	4 14 -	5	3 13 -	90	79 16 -
TOTAL - - -	28	29 4 6	38	36 7 1	52	105 13 -	20	75 2 3	47	154 16 2	24	61 14 9	209	452 17 9

LOWESTOFT.

NAMES of PILOTS.

See p. 111 of Parl. Paper, No. 204 of 1874.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 111 of Parl. Paper, No. 204 of 1874.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—LOWESTOFT--continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads - -	-	- - -	7	16 16 -	-	- - -	1	3 10 -	9	23 6 -	1	2 18 -	18	46 10 -
From Sea to Yarmouth Roads.	-	- - -	-	- - -	1	2 12 -	-	- - -	20	57 14 -	-	- - -	21	60 6 -
From Sea to Harbour -	3	2 9 6	26	26 15 6	-	- - -	22	23 18 9	4	3 3 3	29	29 13 5	84	86 - 5
From Sea to Gattway -	2	6 8 -	-	- - -	6	18 14 -	-	- - -	27	95 14 -	2	6 10 -	37	127 6 -
From Roads to Harbour -	8	8 7 -	25	25 6 4	2	2 - 3	10	10 17 -	14	15 - -	11	10 7 10	70	71 18 5
Distance Money - -	1	6 10 -	1	5 - -	1	- 15 -	1	2 - -	15	44 6 -	-	- - -	19	58 11 -
TOTAL - - -	14	23 14 6	59	73 17 10	10	24 1 3	34	40 5 9	89	239 3 3	43	49 9 3	249	450 11 10

(2.)—OUTWARDS.

From Roads to Sea - -	1	1 17 6	7	10 10 -	-	- - -	1	1 17 6	17	23 17 6	2	2 16 3	28	40 18 9
From Harbour to Sea -	-	- - -	26	22 8 1	-	- - -	2	2 3 9	5	3 1 6	14	10 14 6	47	38 7 10
From Harbour to Roads -	-	- - -	12	9 15 3	1	- 15 -	-	- - -	9	6 1 3	9	6 9 9	31	23 1 3
From Gattway to Sea -	-	- - -	-	- - -	1	1 7 6	-	- - -	14	19 5 -	-	- - -	15	20 12 6
TOTAL - - -	1	1 17 6	45	42 13 4	2	2 2 6	3	4 1 3	45	52 5 3	25	20 - 6	121	123 - 4

MALDON.

NAMES of PILOTS.

See p. 112 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 27 of Parl. Paper, No. 276 of 1875.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
from Stangate to Maldon - - -	116	70 4 9	4	2 16 -	2	1 2 6	5	5 6 5	127	79 9 8
from Sea to Maldon - - -	-	-	-	-	-	-	2	4 18 -	2	4 18 -
TOTAL - - -	116	70 4 9	4	2 16 -	2	1 2 6	7	10 4 5	129	84 7 8

(2.)—OUTWARDS.

from Maldon to Stangate - - -	122	54 13 9	2	1 17 6	-	-	2	2 13 3	126	59 4 6
from Maldon to Sea - - -	-	-	-	-	-	-	3	11 11 3	3	11 11 3
TOTAL - - -	122	54 13 9	2	1 17 6	-	-	5	14 4 6	129	70 15 9

MILFORD.

NAMES of PILOTS.

See p. 113 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
from Sea (below a line drawn from Newton Noyse Point to Martin's Haven) to Mil- ford Harbour.	-	£. s. d. - - -	12	£. s. d. 30 - 9	4	£. s. d. 13 13 -	7	£. s. d. 14 7 2	5	£. s. d. 13 - 9	2	£. s. d. 2 7 6	30	£. s. d. 73 9 2
from Sea (above said line) to Milford Harbour.	2	£. s. d. 2 13 3	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	2	£. s. d. 2 13 3
from Sea to Pembroke Dock	-	£. s. d. - - -	3	£. s. d. 6 9 8	1	£. s. d. 5 14 -	-	£. s. d. - - -	5	£. s. d. 19 4 -	3	£. s. d. 11 6 6	12	£. s. d. 42 14 2
TOTAL - - -	2	£. s. d. 2 13 3	15	£. s. d. 36 10 5	5	£. s. d. 19 7 -	7	£. s. d. 14 7 2	10	£. s. d. 32 4 9	5	£. s. d. 13 14 -	44	£. s. d. 118 16 7

(2.)—OUTWARDS.

from Milford Harbour (below a line drawn from Newton Noyse Point to Martin's Haven) to Sea.	-	-	12	29 13 7	4	9 18 -	8	15 1 -	-	-	2	2 7 6	26	57 - 1
from Milford Harbour (above said line) to Sea.	-	-	-	-	-	-	1	1 2 6	-	-	-	-	1	1 2 6
from Pembroke Dock to Sea	2	1 11 -	6	10 14 4	1	5 2 -	1	2 3 10	8	17 11 -	-	-	18	37 2 2
TOTAL - - -	2	1 11 -	18	40 7 11	5	15 - -	10	18 7 4	8	17 11 -	2	2 7 6	45	95 4 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

N E A T H.

NAMES of PILOTS.
See p. 114 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.
The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to 1st Station	31	16 19 6	1,139	646 14 10	3	2 2 5	4	1 19 8	109	49 13 5	1,286	717 9 10
From Sea to 2nd Station	4	3 1 4	169	95 11 10	4	3 1 2	-	- -	23	11 17 6	200	113 11 10
From Sea to 3rd Station	1	- 12 3	46	25 5 6	-	- -	-	- -	2	- 17 8	49	26 15 5
TOTAL - - -	36	20 13 1	1,354	767 12 2	7	5 3 7	4	1 19 8	134	62 8 7	1,535	857 17 1

(2.)—O U T W A R D S.												
From 1st Station to Sea	25	15 9 11	1,137	811 7 7	2	1 17 3	3	1 14 7	115	65 10 11	1,282	896 - 3
From 2nd Station to Sea	-	- -	182	136 - 5	-	- -	-	- -	19	13 17 6	201	149 17 11
From 3rd Station to Sea	2	1 8 -	45	28 17 5	-	- -	-	- -	5	2 2 11	52	32 8 4
TOTAL - - -	27	16 17 11	1,364	976 5 5	2	1 17 3	3	1 14 7	139	81 11 4	1,535	1,078 6 6

N E W H A V E N.

NAMES of PILOTS.
See p. 114 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.
The Rates of Pilotage are the same as printed at p. 30 of Parl. Paper, No. 276 of 1875.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEWHAVEN—continued.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Harbour -	61	75 - 6	172	226 18 9	8	9 15 -	7	7 13 3	8	11 15 3	14	19 6 3	270	350 9 -

(2.)—OUTWARDS.

Harbour to Sea -	78	46 16 5	146	71 8 11	5	2 16 2	9	5 13 3	10	7 10 10	17	10 17 1	265	145 2 8
ance Money -	-	- - -	1	6 - -	-	- - -	1	9 15 -	-	- - -	-	- - -	2	15 15 -
TOTAL - - -	78	46 16 5	147	77 8 11	5	2 16 2	10	15 8 3	10	7 10 10	17	10 17 1	267	160 17 8

PADSTOW.

NAMES of PILOTS.

See p. 114 of Parl. Paper, No. 204 of 1874.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 31 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
m Stepper Point to Padstow.	287	130 18 8	9	7 3 8	-	- - -	4	10 3 3	2	1 2 2	7	19 17 4	309	169 5 1

(2.)—OUTWARDS.

m Padstow to Stepper Point.	26	8 7 2	8	7 17 11	1	1 2 6	2	4 1 -	-	- - -	6	10 10 9	43	31 19 4
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

P E N Z A N C E.

NAMES of PILOTS.

See p. 115 of Parl. Paper, No. 204 of 1874. Omit the name of Philip G. Hill; and add the name of William Crocker.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 37 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - - -	62	16 2 6	27	7 13 -	11	12 2 3	18	21 4 9	24	26 11 6	1	- 12 -	143	84 6
From Sea to Roads - - - -	1	- 12 -	-	- - -	1	1 4 -	3	4 17 6	4	6 9 -	-	- - -	9	13 2
From Roads to Harbour - - -	-	- - -	-	- - -	-	- - -	3	2 6 4	4	8 16 6	-	- - -	7	6 2
Distance Money - - - -	11	4 6 -	-	- - -	6	2 16 -	12	9 18 -	24	12 16 -	1	- 10 -	54	30 6
TOTAL - - - -	74	21 - 6	27	7 13 -	18	16 2 3	36	38 6 7	56	49 13 -	2	1 2 -	213	133 17

(2.)—O U T W A R D S.

From Harbour to Sea - - - -	50	9 5 6	27	8 - -	6	4 6 -	23	26 14 6	15	10 13 6	1	- 12 -	122	59 11
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P L Y M O U T H.

NAMES of PILOTS.

See p. 116 of Parl. Paper, No. 292 of 1876. Omit the names of Samuel Hancock and Richard G. Glinn; and add the names of John Skilton and Henry Hooper.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Sound - - - -	10	18 18 9	6	10 15 8	198	462 - 4	212	473 3 6	245	532 6 -	162	494 19 10	933	1,992 4
From Sea to Harbour - - - -	10	23 19 -	10	23 11 10	79	186 17 8	40	113 7 5	56	139 10 9	16	51 15 8	211	539 2
From Sound to Harbour - - -	1	1 7 6	4	6 12 8	16	32 19 2	61	126 18 5	27	54 11 11	74	136 3 4	183	358 13
Distance Money - - - -	4	9 13 -	2	2 16 -	40	84 18 -	40	82 3 3	73	153 12 -	42	124 18 -	201	458 -
Lay Days, &c. - - - -	-	- - -	-	- - -	19	7 10 -	5	3 2 6	5	2 7 6	11	5 3 6	40	18 3
TOTAL - - -	25	53 18 3	22	43 16 2	352	774 5 2	358	798 15 1	406	882 8 2	305	313 - 4	1,568	3,366 3

(2.)—O U T W A R D S.

From Sound to Sea - - - -	2	5 6 6	4	6 11 -	133	300 10 -	192	405 13 11	102	206 - 9	178	450 15 -	611	1,374 17
From Harbour to Sea - - - -	3	5 1 -	34	76 2 5	30	62 13 -	62	139 13 1	10	18 4 -	47	104 4 5	186	405 17
From Harbour to Sound - - -	2	2 4 -	6	7 19 4	6	11 4 -	12	21 8 8	4	6 4 6	12	18 16 8	42	67 17
TOTAL - - - -	7	12 11 6	44	90 12 9	169	374 7 -	266	566 15 8	116	230 9 3	237	573 16 1	839	1,848 12

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

P O O L E.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 39 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.								F O R E I G N V E S S E L S.				T O T A L S.		
	C O A S T E R S.				O V E R S E A.										
	N o t T o w e d b y S t e a m.		T o w e d b y S t e a m.		N o t T o w e d b y S t e a m.		T o w e d b y S t e a m.		N o t T o w e d b y S t e a m.		T o w e d b y S t e a m.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
Sea to Harbour	-	192	£. s. d. 175 2 6	124	£. s. d. 107 - 11	16	£. s. d. 21 10 -	23	£. s. d. 30 - 8	17	£. s. d. 23 18 3	37	£. s. d. 56 17 3	409	£. s. d. 414 9 7

(2.)—OUTWARDS.

Harbour to Sea -	130	112 7 7	116	88 6 -	14	15 1 3	21	22 1 1	17	19 7 6	35	32 17 -	333	290 - 5
Days, &c. - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	7	2 12 6	7	2 12 6
TOTAL - - -	130	112 7 7	116	88 6 -	14	15 1 3	21	22 1 1	17	19 7 6	42	35 9 6	340	292 12 11

P O R T M A D O C.

NAMES of PILOTS.

See p. 120 of Parl. Paper, No. 232 of 1873.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 40 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.		T O T A L S.	
	C O A S T E R S.		O V E R S E A.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
m Sea to Harbour - - - -	365	£. s. d. 129 6 4	203	£. s. d. 121 17 8	9	£. s. d. 19 13 11	577	£. s. d. 269 17 11

(2.)—OUTWARDS.

Harbour to Sea - - -	366	169 18 10	212	157 8 4	8	11 14 3	586	339 1 5
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

ROCHESTER.

NAMES of PILOTS.
See p. 118 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.
The Rates of Pilotage are the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sheerness to Chatham	7	£. s. d. 18 9 6	3	£. s. d. 9 5 7	8	£. s. d. 24 19 -	5	£. s. d. 13 7 2	35	£. s. d. 88 6 6	17	£. s. d. 48 19 6	75	£. s. d. 203 7 3
From Nore to Chatham -	5	16 12 -	-	- - -	2	5 4 -	1	2 10 3	47	148 4 -	10	29 14 2	65	202 4 8
From Nore to Sheerness -	-	- - -	-	- - -	-	- - -	-	- - -	5	9 5 -	-	- - -	5	9 5 -
TOTAL - - -	12	35 1 6	3	9 5 7	10	30 3 -	6	15 17 5	87	245 15 6	27	78 13 8	145	414 16 1

(2.)—OUTWARDS.

From Chatham to Sheerness	1	2 1 -	-	- - -	1	5 11 6	-	- - -	2	4 8 -	1	2 14 9	5	14 15 3
From Sheerness to Sea -	-	- - -	1	4 1 9	-	- - -	1	5 14 9	9	54 7 6	3	25 4 9	14	89 8 1
From Chatham to Nore -	1	2 15 6	-	- - -	-	- - -	-	- - -	2	10 18 -	2	6 14 3	5	20 7 3
From Chatham to Sea -	1	6 2 -	1	5 11 -	-	- - -	-	- - -	12	79 9 6	1	5 11 -	15	96 13 6
From Sheerness to Nore -	-	- - -	1	2 17 -	-	- - -	-	- - -	-	- - -	1	2 17 -	2	5 14 3
TOTAL - - -	3	10 18 6	3	12 9 9	1	5 11 6	1	5 14 9	25	149 3 -	8	43 1 9	41	226 19 1

RYE.

NAMES of PILOTS.
See p. 35 of Parl. Paper, No. 276 of 1875.

RATES of PILOTAGE.
The Rates of Pilotage are the same as printed at p. 41 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Pier - - -	-	£. s. d.	29	£. s. d.	2	£. s. d.	1	£. s. d.	4	£. s. d.	36	£. s. d.
From Sea to Town - - -	-	-	3	-	-	-	-	-	-	-	3	-
TOTAL - - -	-	-	32	-	2	-	1	-	4	-	39	-

(2.)—OUTWARDS.

From Pier to Sea - - -	3	2 2 -	18	10 9 10	3	1 11 6	-	- - -	4	3 4 9	28	17 8 1
From Town to Sea - - -	-	- - -	1	- 12 -	-	- - -	-	- - -	-	- - -	1	- 12 -
TOTAL - - -	3	2 2 -	19	11 1 10	3	1 11 6	-	- - -	4	3 4 9	29	18 - 1

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

ST. IVES (HAYLE).

NAMES of PILOTS.

See p. 119 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at pp. 82 and 83 of Parl. Paper, No. 206 of 1870.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
from Sea to St. Ives -	45	12 7 8	14	4 3 1	5	3 9 -	-	- - -	5	5 9 6	-	- - -	69	25 9 3
from Sea to Hayle -	65	26 4 2	439	236 4 6	2	3 7 -	16	19 1 5	3	3 9 6	11	11 15 9	536	300 2 4
from Sea to Portreath -	40	15 16 -	73	18 5 -	-	- - -	-	- - -	-	- - -	-	- - -	113	34 1 -
TOTAL - - -	150	54 7 10	526	258 12 7	7	6 16 -	16	19 1 5	8	8 19 -	11	11 15 9	718	359 12 7

(2.)—OUTWARDS.

From St. Ives to Sea -	23	3 13 9	9	2 5 2	1	2 2 -	-	- - -	-	- - -	-	- - -	33	8 - 11
From Hayle to Sea -	41	11 9 8	154	54 19 7	2	1 10 9	7	7 19 11	-	- - -	5	4 8 3	209	80 8 2
From Portreath to Sea -	40	15 16 -	20	5 - -	-	- - -	-	- - -	-	- - -	-	- - -	60	20 16 -
TOTAL - - -	104	30 19 5	183	62 4 9	3	3 12 9	7	7 19 11	-	- - -	5	4 8 3	302	109 5 1

SCILLY.

NAMES of PILOTS.

See p. 119 of Parl. Paper, No. 292 of 1876. Omit the name of Thomas A. Goddard ; and add the name of D. J. Skinner.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 36 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour	21	£. s. d. 17 2 1	4	£. s. d. 5 5 7	48	£. s. d. 145 12 2	8	£. s. d. 35 2 7	57	£. s. d. 219 12 7	2	£. s. d. 7 4 9	140	£. s. d. 429 19 9

(2.)—OUTWARDS.

From Harbour to Sea -	22	12 12 7	4	2 13 -	45	88 3 5	7	28 - 1	52	140 9 5	1	2 1 6	131	274 - -
Distance Money -	-	- - -	1	1 11 6	9	65 18 -	-	- - -	13	85 13 -	-	- - -	23	153 2 6
Lay Days, &c. -	-	- - -	1	- 10 6	2	1 1 -	-	- - -	1	2 2 -	-	- - -	4	3 13 6
TOTAL - - -	22	12 12 7	6	4 15 -	56	155 2 5	7	28 - 1	66	228 4 5	1	2 1 6	158	430 16 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

SHOREHAM.

NAMES of PILOTS.

See p. 120 of Parl. Paper, No. 292 of 1876. Omit the names of Francis Child and Robert Brazier.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 43 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	12	11 8 3	266	338 3 10	2	1 2 2	43	51 12 1	2	2 7 3	50	63 15 4	375	468 8 1

(2.)—OUTWARDS.

From Harbour to Sea -	4	2 11 8	273	128 12 9	-	- - -	26	12 15 1	-	- - -	52	24 8 8	355	168 8
Distance Money -	1	1 10 -	-	- - -	-	- - -	2	4 12 6	-	- - -	2	5 5 -	5	11 7
TOTAL - - -	5	4 1 8	273	128 12 9	-	- - -	28	17 7 7	-	- - -	54	29 13 8	360	179 1

SOUTHAMPTON.

RULES AND REGULATIONS.

See p. 120 of Parl. Paper, No. 292 of 1876.

NAMES of PILOTS.

See p. 120 of Parl. Paper, No. 292 of 1876. Omit the name of David Wild; and add the name of Westmore C. Lewis.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 121 of Parl. Paper, No. 292 of 1876.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SOUTHAMPTON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
a Leap to Southampton	-	- -	42	42 17 2	13	13 1 9	309	524 4 5	62	72 18 10	121	187 9 8	547	840 11 10
a Spithead, &c. to Southampton.	-	- -	-	- -	-	- -	6	8 15 10	-	- -	2	4 6 7	8	13 2 5
and out of Places within the District.	71	46 16 6	14	10 - 3	1	1 1 -	2	1 8 1	12	11 6 3	-	- -	100	70 12 1
reporting, &c. - -	-	- -	-	- -	2	2 2 -	-	- -	-	- -	-	- -	2	2 2 -
TOTAL - - -	71	46 16 6	56	52 17 5	16	16 4 9	317	534 8 4	74	84 5 1	123	191 16 3	657	926 8 4

(2.)—OUTWARDS.

Southampton to Leap	2	1 19 6	22	19 1 5	-	- - -	6	6 13 6	16	16 18 3	2	6 2 -	48	50 14 8
Southampton to Spithead.	-	- - -	10	26 1 9	6	18 9 -	339	1,758 - 11	25	76 7 6	156	746 11 8	536	2,625 10 10
Southampton to Sea -	-	- - -	3	4 10 -	-	- - -	1	1 2 6	-	- - -	3	5 2 6	7	10 15 -
TOTAL - - -	2	1 19 6	35	49 13 2	6	18 9 -	346	1,765 16 11	41	93 5 9	161	757 16 2	591	2,687 - 6

TEIGNMOUTH.

NAMES of PILOTS.

See p. 91 of Parl. Paper, No. 178 of 1869. Omit the name of Robert Gilpin; and add the name of Richard K. Gilpin.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 45 of Parl. Paper, No. 264 of 1873.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Sea to Harbour - - - -	44	32 13 5	184	221 19 2	11	13 5 5	8	13 12 4	247	281 10 4

(2.)—OUTWARDS.

Harbour to Sea - - -	31	14 4 8	195	116 6 9	7	4 16 10	5	4 7 -	238	139 15 3
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

W E L L S.

NAMES of PILOTS.

See p. 43 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 46 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		Not Towed Steam.		Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.		Not Towed Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	2	1 5 6	97	14 6 4	4	1 11 6	1	16 6	1	1 2 -	105	19 1 10
(2.)—OUTWARDS.												
From Harbour to Sea	-	-	80	15 4 1	2	1 7 3	-	-	2	1 5 6	84	17 16 10

WEYMOUTH.

NAMES of PILOTS.

See p. 122 of Parl. Paper, No. 292 of 1876. Omit the name of George Pulsford; and add the names of John Way and Albert J. Crabb.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 47 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				Not Towed by Steam.		Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Weymouth Roads and Portland Harbour.	14	£. s. d. 21 2 -	1	£. s. d. - 16 10	19	£. s. d. 40 11 6	10	£. s. d. 18 2 2	63	£. s. d. 126 8 3	5	£. s. d. 8 1 3	112	£. s. d. 215 2 -
From Weymouth and Port- land Roads to Harbour.	63	86 13 -	9	9 13 10	3	5 1 3	1	- 15 11	9	16 - 6	1	1 7 -	86	120 2 -
From Sea to Lyme - -	23	18 2 -	-	- - -	-	- - -	-	- - -	1	1 5 -	-	- - -	24	19 7 -
Distance Money - -	-	- - -	-	- - -	-	- - -	1	6 - -	4	18 6 -	6	50 18 8	11	75 4 -
TOTAL - - -	100	126 3 -	10	10 15 8	22	45 12 9	12	24 18 1	77	161 19 9	12	60 6 11	233	429 16 -
(2.)—OUTWARDS.														
From Weymouth and Port- land Roads to Sea.	2	1 13 -	3	2 15 -	12	25 4 -	4	10 13 9	30	61 13 -	4	6 14 3	55	108 13 -
From Weymouth Harbour to Weymouth and Port- land Roads.	3	2 13 9	5	4 5 5	2	2 3 3	2	2 14 2	4	4 3 6	1	1 7 -	17	17 7 -
From Lyme to Sea - -	18	20 - -	-	- - -	-	- - -	-	- - -	1	1 5 -	-	- - -	19	21 5 -
TOTAL - - -	23	24 6 9	8	7 - 5	14	27 7 3	6	13 7 11	35	67 1 6	5	8 1 3	91	147 5 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

WOODBIDGE.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 276 of 1875. Omit the name of Micah Frost.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 48 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Harbour - - - -	363	91 9 7	4	1 6 5	6	2 2 4	4	1 17 3	377	96 15 7
Sea to Bowships - - - -	1	- 11 1	3	- 17 6	1	- 7 11	1	- 19 2	6	2 15 8
Bowships to Woodbridge - -	161	59 2 -	2	- 18 -	3	1 11 1	5	3 5 1	171	64 16 2
Work, &c. - - - -	65	12 18 2	-	- - -	-	- - -	-	- - -	65	12 18 2
TOTAL - - -	590	164 - 10	9	3 1 11	10	4 1 4	10	6 1 6	619	177 5 7

(2.)—OUTWARDS.

Harbour to Sea - - -	355	83 15 9	4	- 19 -	6	1 17 2	-	- - -	365	86 11 11
Woodbridge to Bowships - -	147	39 16 6	1	- 3 2	1	- 8 2	3	1 3 10	152	41 11 8
TOTAL - - -	502	123 12 3	5	1 2 2	7	2 5 4	3	1 3 10	517	128 3 7

YARMOUTH.

NAMES of PILOTS.

See p. 122 of Parl. Paper, No. 292 of 1876.

RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 122 of Parl. Paper, No. 204 of 1874.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—YARMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1876.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads - -	3	7 - -	-	- -	5	14 - -	7	17 14 3	42	115 10 6	7	21 12 -	64	175 16
From Roads to Harbour -	8	9 16 5	92	99 14 1	6	7 2 1	79	129 6 9	18	22 17 8	126	206 10 3	329	475 7
Fishing Vessels, &c. - -	108	27 5 -	-	- -	-	- -	-	- -	-	- -	-	- -	108	27 5
TOTAL - - -	119	44 1 5	92	99 14 1	11	21 2 1	86	147 1 -	60	138 8 2	133	228 2 3	501	678 9

(2.)—OUTWARDS.

From Roads to Sea - -	1	1 10 -	1	2 15 -	5	7 17 9	5	10 4 9	33	47 - 9	5	8 1 8	50	77 9
From Harbour to Roads -	-	- - -	65	56 8 1	-	- -	27	28 18 -	3	4 5 11	76	73 15 9	171	163 7
Fishing Vessels, &c. - -	32	9 2 -	-	- -	-	- -	-	- -	-	- -	-	- -	32	9 2
TOTAL - - -	33	10 12 -	66	59 3 1	5	7 17 9	32	39 2 9	36	51 6 8	81	81 17 5	253	249 19

SUMMARY OF THE TRINITY HOUSE RETURNS.

As to PILOTS.

Number of Pilots in the London District - - - - - 493

Number of Pilots in the Outport Districts - - - - - 485

AGGREGATE NUMBER - - - 978

As to RECEIPTS for PILOTAGE.

	INWARDS.	OUTWARDS.
	£. s. d.	£. s. d.
Amount received for Pilotage:		
In London District - - - - -	95,979 13 1	63,573 9 1
In Outport Districts - - - - -	30,801 9 9	15,374 16 11
£.	126,781 2 10	78,948 6 -
AGGREGATE RECEIPTS - - - - -	£. 205,729. 8. 10.	

Trinity House, London,
August 1877. }J. Inglis,
Assistant Secretary.

REMOVAL OF SUNKEN WRECKS.

125

RETURN to an Order of the Honourable The House of Commons,
dated 8 February 1877;—for,

COPY “of CORRESPONDENCE between the Trinity House and the Board
of Trade on the Subject of the REMOVAL and DISPERSION of SUNKEN
WRECKS.”

Board of Trade, }
8 February 1877. }

T. H. FARRER.

(*Sir C. Adderley.*)

Ordered, by The House of Commons, to be Printed,
8 February 1877.

COPY of CORRESPONDENCE between the Trinity House and the Board of Trade on the Subject of the REMOVAL and DISPERSION of SUNKEN WRECKS.

— No. 1. —

Trinity House to Board of Trade.

(H. 2437.)

Trinity House, London, E.C.,
21 March 1876.

Sir,

THE attention of this Board having been given to the growing importance of questions connected with the marking and removal of wrecks, I am directed by the Elder Brethren to suggest for the consideration of the Board of Trade, whether it would not be expedient to obtain legal sanction to some general regulations upon the subject.

Before 1854 it was the practice of this Corporation to mark wrecks by day (without any toll or charge for so doing) by a green buoy, but the increase of casualties by the subsequent development of maritime commerce, and the greater necessity, for the same reason, for their indication, has induced this Board, with the concurrence of the Board of Trade, in some cases to light such dangers by night, and in certain instances to undertake their removal. So far as the placing of such lights is concerned, if they may be regarded as sea marks, although of a temporary character, no further powers than the Corporation at present possess would appear to be necessary, and they would also be protected under the 414th section of the Merchant Shipping Act from damage or collision; but regard being had to the need which might arise for their use by local authorities whose powers are not so comprehensive, and to the desirability of an uniform method, they would propose some legislative enactment under the provisions of which all vessels when employed to mark the position of wrecks, should exhibit two bright lights placed horizontally, not less than six feet apart, and be distinguished during the day by the word "Wreck" in large letters on either side, and by carrying two globes horizontally where the lights are shown at night.

As respects the larger question of removal of wreck, the Elder Brethren have not regarded such a function as within their province under the main Act of 1854, and from the non-enactment of certain clauses proposed in the Merchant Shipping Acts Amendment Bill of 1873, they presume that the subject is not without its difficulties; nevertheless, as the Board of Trade are well aware, the Elder Brethren have, at their instance, occasionally undertaken such work, and they now desire me to express their willingness to enter more fully and methodically, and with proper appliances, upon it; but if this were to be done it seems to them that, having regard to the complicated interests concerned, it would be necessary that they should be protected on the one hand against any liability arising from non-removal when, in their judgment, such removal might be impracticable or unnecessary, and on the other from any claim for damage from any person owning or having a lien on the wreck whose interests might possibly be incompatible with the speedy removal of the obstruction to general navigation which it would be the object of this Board to effect as quickly as possible.

If this could be done and provision made, in the first instance, for marking, to be followed after a given period by removal, either by the owner or the Light-house Authority, of so much of the wreck as was a general obstruction, and in either case at the cost, both as respects the lighting and removing, of the registered owner, with power to him to recover of the underwriters, or ultimately of the person to whose negligence the accident was due, a better machinery would be provided than exists at present for the protection of navigation from these excep-

tional

tional dangers, and they are encouraged in this expectation by the existence of provisions analogous in character in the enactments and bye-laws of the Thames Conservancy Board which they understand have been found to work satisfactorily.

The Assistant Secretary,
Harbour Department, Board of Trade.

I am, &c.
(signed) *Robin Allen.*

— No. 2. —

Trinity House to Board of Trade.

(H. 164.)

Trinity House, London, E.C.,
3 January 1877.

Sir,

ADVERTING to previous correspondence relative to the removal of wrecks in positions where the safety of navigation is endangered by them, I am directed to acquaint you that, apart from the question of expense, upon which the Board of Trade have desired particular information, the inconvenience occasioned to the conduct of those duties which are proper to the Corporation's service, by the intervention of extraneous claims upon the resources at their disposal, has become so serious as to render necessary a special representation upon the subject.

Upon the question of expense I am to observe that since the appointment of a diver in 1873 to be especially devoted to wreck work, such operations performed by him, under the direction and with the aid of the Corporation's own staff, have been more economically carried out than those executed by contract; the statements of expenditure herewith submitted shew an average of 65 *l.* per wreck for the diver against 95 *l.* for the contractor, and although from the great varieties in extent and difficulty of treatment no average can be authoritative, the Elder Brethren have no doubt that the figures above named very nearly represent the saving effected.

The case of the "Vesuvius," reported upon in the letter from this House of the 6th ultimo, where the diver's expenses, 450 *l.*, contrast with 950 *l.*, the amount of the lowest contract, shews how large a saving may be effected when circumstances of special risks necessitate a wide margin for contracting.

It must be observed, however, that these economies have been effected at the expense of efficiency in the general service; the steam vessels which should have been occupied painting and shifting buoys, relieving lightships, and inspecting generally, have been withdrawn from their proper duty to wait on divers or to assist in the marking or removal of wreckage, and their respective districts have been thrown into conditions of neglect, which have occasioned great anxiety to the Board. It has happened (as is indeed now the case as respects Her Majesty's ship "Vanguard") that, pending the adoption of measures for dispersing an obstruction, a lightvessel has had to be employed to mark the position of a serious danger to navigation, and thus a spare light has been withdrawn from its proper duty at serious risk to the service.

The Elder Brethren have therefore to submit for the consideration of the Board of Trade, that if the duty which, at the request of that Board, they have undertaken in the past few years is still to be asked of them, an increase must be made in the appliances at their disposal for the purpose. Retaining a permanently appointed diver, though at a higher rate of pay, probably at 90 *l.* instead of 60 *l.* per annum, they would suggest that one of the spare lightvessels should be specially fitted with a steam boiler and winch, to enable her not only to mark but to work at a wreck when circumstances might permit, and so to shorten the duration of her stay at it; and as a steam siren could also be fitted to her boiler she would thus furnish a needful reserve, which if not thus given must be otherwise provided, so that advantage would accrue to the lightvessel service if the vessel be fitted for alternative duties. They would also suggest that to relieve the steam-vessel service, one of the steam barges now at the Basses Lights should be transferred to this duty, and be stationed at Harwich with the nucleus of a crew, so as to be in readiness at a moment's notice if required, and to be manned by seamen engaged as may be found convenient.

The

The advantages to be derived from having the means at hand for immediate action are of almost incalculable importance, both for the safety of shipping and for successful operations on the wreck; while the delay which is necessarily attendant upon the invitations for tenders will be avoided.

The expense of fitting the spare light vessel with steam boiler and winch, with fog signal in conjunction, has been estimated by Mr. Douglass at 940 *l.*, and for this expense, which may be regarded as in some part proper to the general service, the Elder Brethren would desire an early intimation of statutory approval. The cost of a steam vessel if transferred from the Besses Works would be a matter for subsequent settlement, but that of the permanent portion of the crew may be taken at 350 *l.* per annum.

It will also be obvious to the Board of Trade, that if arrangements of the above character be developed, the official establishment which has already felt the pressure of much unanticipated work of this character upon it since its strength and status were last revised, will require to be in some way reinforced; but to what extent, and in what manner the Elder Brethren think had better form the subject of a separate communication.

The Elder Brethren, in conclusion, would request a reference to the letters from this House, dated 30th March 1870, 5th May 1871,* and 18th November 1875†, in which it is suggested that some definition of responsibility should be arrived at in the several proposals for merchant shipping legislation brought before Parliament, and would again urge upon the consideration of the Board of Trade the expediency of obtaining some explicit legislation upon the subject, which would enable the Trinity House, if this work be systematically entrusted to them, to proceed with the promptness which is so desirable, unhampered by possible claims of underwriters, owners, or consignees, which at present are apt to create delays of which it would at times be difficult to overstate the calamitous results.

I am, &c.

(signed) *Robin Allen.*

The Assistant Secretary,
Harbour Department, Board of Trade, S.W.

Enclosure in No. 2.

STATEMENT of WRECKS Dispersed and SPARS Removed from 1873 to the present Time.

DATE.	Name, Position, and Description of Wreck.	Nature of Work performed, and Time occupied.	Amount Expended on Work.	REMARKS.
1873:			£. s. d.	
March - -	"Ant," off Southwold, Brig, 100 tons.	Masts removed by J. Goldfinch, under contract; about six weeks occupied in the work.	85 - -	
April - -	"Northfleet," off Dungeness, Ship, 877 tons.	Masts removed by J. Gann, under contract; six weeks occupied in the work.	90 - -	
July - -	"Kate," off Cork Sand, S.S., 58 tons, laden with railway iron.	Dispersed by Royal Engineers, with aid of Corporation's steamers and officers; occupied about three months in dispersal.	287 9 8	Estimated cost by Royal Engineers, 190 <i>l.</i> The sum named as having been expended does <i>not</i> include any charge on account of the Corporation's vessels or officers.
July - -	"Queen," near W. Spaniard Buoy, Smack, — tons.	Removed by A. Nicholls, under contract; time occupied, about a fortnight.	20 - -	£.4.1s., received as salvage on this wreck.
July - -	"James and Mary," in Penarth Roads, 62 tons.	Removed by Mr. Evans; tug hired; time occupied, one day.	8 - -	
July - -	Wreck off Breaksea (tonnage not known).	Removed by Mr. Evans; tug hired; time occupied, one day.	6 - -	
September -	"Gracie," near Monkstone Rock, American Barque, 464 tons.	Wreck dispersed by E. Stelfox, under contract, in about three months.	150 - -	
TOTAL, 1873 (nine months and ten days) - - - £.			646 9 8	

(continued)

* These letters referred to the dispersion of the wreck of the "Golden Fleece" in the Bristol Channel, the expense of which was 2,922 *l.*

† This letter referred to Her Majesty's ship "Vanguard," sunk in the Irish Channel.

STATEMENT of Wrecks Dispersed and Spars Removed from 1873 to the present Time—*continued.*

DATE.	Name, Position, and Description of Wreck.	Nature of Work performed, and Time occupied.	Amount Expended on Work.	REMARKS.
1874:			£. s. d.	
February -	"Matchless," Brig, 189 tons, and "Problem," Schooner, 87 tons, Fern Islands.	Masts pulled out by Mr. Morton; tug hired, one day.	7 - -	
March -	"Star," off Flamborough Head, Barque, 57 tons.	Spars removed by Mr. Morton; tug hired, one day.	9 - -	
March -	"Seaforth," in the West Swin -	Dispersed by W. P. Coleman, under contract, in about four months.	150 - -	
April -	Wreck (name unknown), near Ower's light vessel.	Spars removed by Mr. Mayor, with Her Majesty's tug "Camel" and Dockyard diver; two days.	50 - 8	
TOTAL, 1874 (four months and four days) - - - £.			216 - 8	
1875:				
April -	"Kalamazoo," off South Shields, Cutter, 35 tons.	Spars removed by Mr. Morton; tug hired, one day.	11 - -	
August to October.	"Hillichina Amelia," in S.W. Reach, Dutch Schooner (tonnage unknown) - - - Smack (name unknown), north of the Oaze Sand - - -	Both wrecks dispersed by W. P. Coleman, under contract; time occupied, about six to seven weeks.	190 - -	
January to October.	"Dexterous," in Mumbles Roads, Schooner, 102 tons.	Dispersed by E. Stelfox, under contract; time occupied, about 10 months.	150 - - 10 16 -	This is a charge for lighting the wreck.
November 1872 to October 1875	"Ada," S.S., iron, 875 tons - "William and James," Smack, entrance of the Humber -	Both wrecks dispersed by W. P. Coleman, under contract; the operations extended over a period of nearly three years.	400 - - 125 - -	The original contract for removing the "Ada" was 300 £, but an additional 100 £, was granted in consideration of the difficulties and length of time.
November -	Wreck off Sunderland -	Removed by Mr. Morton; tug hired a few hours.	3 5 -	
December -	"Ocean Bride," off Cromer -	Masts pulled out by Messrs. Goldfinch and Pearce, under contract; time occupied, seven days.	150 - -	
TOTAL, 1875 - - - £.			1,040 1 -	

T O T A L S.

					Amount Expended on Works.	
					£. s. d.	
1873	-	-	-	-	646	9 8
1874	-	-	-	-	216	- 8
1875	-	-	-	-	1,040	1 -
£.					1,902	11 4
					÷ 20 (the number of wrecks removed) = 95 £. 2 s. 7 d., average cost per wreck.	

REMOVAL OF WRECKS.

1873:

In this year the Corporation employed their own servants and vessels in connexion with the removal of the wrecks or spars of the following vessels:—

- "Kate," entrance of Tyne.
- "Harmony," near the "Cockle" light vessel.
- "Widdington," in Yarmouth Roads.
- "Triton," off Mumbles Head.
- "Era," off Southwold.
- Wreck off Eastonness (name unknown).

Approximately, the amount expended in connexion with the above may be stated at 280 £.

1874:

"Captain Hathorn," Penarth Roads. Approximate amount expended on above, 180 £.

REMOVAL AND DISPERSION OF SUNKEN WRECKS.

7

1875 :

“ Elizabeth,” Yarmouth Roads.
 “ Rajah,” in the Would.
 “ Tweedside,” Yarmouth Roads.
 “ Shepherdess,” Yarmouth Roads.
 “ Wildfire,” in the Solent.
 “ Robert,” off Cowes.
 “ Judith Milbank,” in the West Swin.
 “ Grace Millie,” in the Shipway.
 “ Lady C.,” in the Swin.
 Wreck (name unknown), in the Shipway.

Approximate amount expended, 650 *l*.

Totals - - £. 280
 180
 650

£. 1,110 ÷ 17 (the number of wrecks) = 65 *l*. 5 *s*. 10 *d*.,
 average cost per wreck.

— No. 3. —

Board of Trade to Trinity House.

(H. 164.)

Sir,

Board of Trade, Harbour Department,
 Whitehall Gardens, S.W., 11 January 1877.

REFERRING to your letters of the 21st of March last, and the 3rd instant, on the subject of the growing expenditure for the removal of wrecks, I am directed by the Board of Trade to transmit to you, for the information of the Elder Brethren of the Trinity House, copy of a communication which they have caused to be addressed to the River Tyne Improvement Commissioners.

Your two letters above referred to were enclosed with that communication.

I am, &c.

The Secretary, Trinity House.

(signed) *C. Cecil Trevor*.

Enclosure in No. 3.

(H. 9245.)

Sir,

Board of Trade, Harbour Department,
 Whitehall Gardens, S.W., 11 January 1877.

THE correspondence, necessarily hurried, which has taken place with respect to the wreck of the “ Prince,” lying at the entrance of the port of Tyne, shows that there exists some misapprehension concerning the present state of the law, and the Board of Trade are anxious that the Commissioners should both understand that the Board of Trade and the Trinity House have been throughout impressed with the importance of the case, and anxious to do all in their power to assist the Commissioners, and also that the Commissioners should be made acquainted with the actual position and powers of the Board of Trade, and the general Lighthouse Authorities.

As regards the Board of Trade they have no legal powers in the matter of removing wreck, except such as they may derive from the transfer to them of the general conservancy powers formerly exercised by the Admiralty. These powers are, however, too vague to enable the Board to act with effect, nor have the Board of Trade any funds out of which to incur expenses in the matter.

As regards the general Lighthouse Authorities they have not, so far as the Board of Trade are aware, any specific powers for the purpose of removing wrecks, but it is one part of their duty to light the coasts, and in performing this duty they have been in the habit of marking sunken wrecks, where those wrecks are in the fairway of general navigation, and do not form part of a local harbour or of the approaches to that harbour. The expense of such lighting is paid out of the Mercantile Marine Fund, and by the 418th Section of the Merchant Shipping Act, 1854, the Lighthouse Authorities are enabled, with the consent of the Board of Trade, to pay expenses incurred by them in the execution of any works necessary or expedient for the purpose of permanently reducing the expense of such lighting. It is, perhaps, not as clear as it might be that these words authorize the expenditure of money on the removal of wrecks; but the Board of Trade and the Lighthouse Authorities, feeling strongly the importance of removing these obstructions to navigation,

have on several occasions removed wrecks so situate as to be dangerous to ships passing along the coast. The expense of so doing has been considerable, and is steadily increasing, whilst the service is felt to be a considerable interruption to the important ordinary duties of the Lighthouse Board. The accompanying letters from the Trinity House will illustrate these statements.

Far more efficient means of dealing with these obstructions are given to local Harbour Authorities. All or almost all recent Harbour Acts incorporate "The Harbour, Docks, and Piers Clauses Act, 1847," and by that Act, Section 56, the harbour-master is enabled to remove any wreck which obstructs the harbour or the approaches to the same. The expenses of such removal are by the same section charged on the owner, and the harbour-master is enabled to detain the wreck till the expenses are paid.

Many of the Harbour Acts passed prior to the Act above cited contain similar provisions; but still more elaborate and efficient provisions are made for the purpose in some private Acts governing—

(a) 21 & 22 Victoria,
cap. xcii., sec. 59.

(b) 20 & 21 Victoria,
cap. cxlvii., sec. 86,
and 33 & 34 Victoria,
cap. cxlix., sec. 27.

(c) 39 & 40 Victoria,
cap. cxxix., sec. 33.

(d) 32 & 33 Victoria,
cap. c., sec. 96.

(a) The Mersey,

(b) The Thames,

(c) The Humber,

(d) The Port of Dublin;

and it is believed that these provisions have been found effectual.

Under these circumstances, it appears to the Board of Trade that the principle of the law, which throws upon Harbour Authorities the duty and expense of removing wrecks which obstruct their particular harbours, and which enables them to recover those expenses from the owner of the wreck, is a sound one, and that this duty ought to be performed by them, and not by the Board of Trade or the general Lighthouse Authorities, in all cases where the obstruction is an obstruction not to the general passing trade of the coast, but to the trade of a particular harbour, whether the wreck is or is not within the actual limits of the harbour as defined by the special Act. Such would appear to be the case of the "Prince."

As regards wrecks which happen away from any particular harbour, and which are obstructions to the general navigation of the coast, it certainly appears desirable that some general authority should have the power to do with respect to them what local harbour authorities can do with respect to their own harbour and its approaches.

The subject is assuming great importance, because, in the case of iron vessels, now so common, the wreck is difficult to blow up or remove, and is valueless when removed. The wrecked cargo, too, is frequently taken out by the underwriters without removing the wreck of the ship, so that the whole of that part of the wreck which could be made to pay expenses is taken away by the owners, and the worthless hull left to the authorities. Under these circumstances, it is obvious that however desirable it may be that the Board of Trade, or the general Lighthouse Authorities, should possess larger powers than they now do for the purpose of removing wrecks which obstruct the general passing trade, they can, as regards wrecks which obstruct particular harbours, do no more than see that any general control which they possess shall be so exercised as not to impede a local authority in the exercise of the special powers which may have been given to it, and which it is the interest and the duty of that authority itself to exercise.

The Secretary to the
River Tyne Improvement Commissioners,
Newcastle-upon-Tyne.

I am, &c.
(signed) T. H. Farrer.

— No. 4. —

Trinity House to Board of Trade.

(H. 642.)

Sir,

Trinity House, London, E.C.,
20 January 1877.

I AM directed to acknowledge receipt of your letter, dated 11th instant (H. 164), enclosing copy of a communication which the Board of Trade has caused to be addressed to the River Tyne Improvement Commissioners on the subject of the removal of wrecks, and stating that letters from this House, of the 21st March last and the 3rd instant, had been sent to that body.

If the Elder Brethren may infer from the terms in which the communication to the local authority is couched, and from the course adopted of forwarding, by way of illustration to a third party, a letter from this House, containing application for statutory sanction to details of expenditure, that attention beyond that of the special local authority affected is likely to be attracted to the subject, they will rejoice to hear that the hands of the Board of Trade have
been

been strengthened to obtain from the Legislature the enactments which are so desirable, and which appear to the Elder Brethren to be all the more necessary if the responsibility of removal (and marking) be held to be with a local authority as respects "approaches," in order that the limits of the approaches, as well as of the actual waters, may be defined, and no delay arise, from a contention on the part of such local authority that the general authority's decision, that the obstructions did not affect the passing trade, was open to demurrer.

As matters stand at present, the Elder Brethren trust that the statement in the letter to Newcastle, that it is the duty of the lighthouse authorities to light the coast, and that in the performance of that duty they have been in the habit of marking sunken wrecks will not be taken to imply that this corporation is at present bound to light a wreck; inasmuch as the ancient practice was only to supply a *day* mark (a wreck buoy) for any temporary or artificial danger, and that it has never appeared to them that the 418th section of the Merchant Shipping Act imposed on them the responsibility of doing more; but if the proper machinery be supplied to them, and the functions can be properly defined, the Board of Trade may rely on them to co-operate, to the fullest extent of their ability, in the direction to which the increasing exigencies of maritime commerce now appear so unmistakeably to point.

I am, &c.
(signed) *Robin Allen.*

The Assistant Secretary, Harbour Department,
Board of Trade, S.W.

— No. 5. —

Board of Trade to Trinity House.

(H. 642.)

Sir,

Board of Trade, Harbour Department,
Whitehall Gardens, S.W., 3 February 1877.

WITH further reference to your letter of the 3rd ultimo on the subject of the removal of wrecks, I am directed by the Board of Trade to acquaint you, for the information of the Corporation of Trinity House, that they sanction the special fitting of one of the spare light vessels with steam boiler and winch, with fog signal in conjunction, at an estimated cost of 940 *l.*, as recommended by the Elder Brethren.

The Board of Trade propose to defer, for the present, the consideration of the further suggestion that one of the steam barges now at the Basses Light should be transferred to the steam vessel service.

I am, &c.
(signed) *C. Cecil Trevor.*

The Secretary to the Trinity House.

REMOVAL OF SUNKEN WRECKS.

COPY of CORRESPONDENCE between the Trinity
House and the Board of Trade on the Subject
of the REMOVAL and DISPERSION of SUNKEN
WRECKS.

(*Sir C. Adairley.*)

*Ordered, by The House of Commons, to be Printed,
8 February 1877.*

MERCHANT SHIPPING (CASUALTIES)
THE "GREAT QUEENSLAND".

135

RETURN to an Order of the Honourable The House of Commons,
dated 10 August 1877;—for,

COPY "of REPORT upon the formal INVESTIGATION held before the Wreck
Commissioner into the supposed Loss of the BRITISH SAILING SHIP
'GREAT QUEENSLAND,' of London."

Board of Trade, }
10 August 1877. }

T. H. FARRER.

"GREAT QUEENSLAND."

THE MERCHANT SHIPPING ACTS, 1854 TO 1876.

IN the Matter of the formal INVESTIGATION held at Westminster on the 9th, 10th, and 11th days of April 1877, at No. 8, Richmond-terrace, Whitehall, on the 16th, 17th, 24th, 26th, 27th, 28th, and 30th days of the same Month; and again at Westminster on the 21st day of July 1877, before *H. C. Rothery*, Esq., Wreck Commissioner, assisted by Colonel *Younghusband*, R.A., and by Admiral *Powell*, R.N., and Captain *Jones*, Nautical Assessors, into the circumstances attending the supposed Loss of the British Sailing Ship "GREAT QUEENSLAND," of London.

JUDGMENT.

The *Commissioner*.] THE delay which has occurred in giving judgment in this case has arisen from no doubt in the minds of any of us as to what that judgment ought to be, but from the numerous calls which have been made on the time of the Court ever since these proceedings commenced, and which has made it impossible that the judgment could have been prepared sooner. It certainly would have been better and more agreeable to the Court to have given judgment before entering upon any new cases, but this could not have been done without some considerable inconvenience. I mention these facts lest it should be thought that the interests of those concerned in the present case have not been sufficiently regarded; far from it, we have all along felt the great importance of this case, and it has had our most careful attention.

Before I proceed to deal with the facts of the case, I must, on behalf of myself and the assessors, thank the learned counsel for the very great assistance which they have rendered us throughout this most difficult inquiry. The way in which the facts were laid before us by the counsel for the Board of Trade, and the readiness shown by all the counsel engaged, and, I may add, by the parties themselves, to afford us all the information in their power, have materially lightened our labours.

The circumstances of the case are as follows:

On the 5th of August last the "Great Queensland," a large three-masted iron sailing ship, of 1,793 tons gross and 1,697 tons net register, belonging to Messrs. Taylor, Bethell, & Roberts, of 110, Fenchurch-street, City, left the East India Docks on a voyage to Melbourne, in Australia. She had on board a cargo of about 2,300 tons of general merchandise, 12 second and 21 steerage passengers, and was manned by a crew of 36 hands all told. Having dropped down to the powder buoys off Gravesend, she there took in between 33 and 34 tons of gunpowder, for which a space had been specially left, and at 9 a.m. of the following day, the 6th August, she proceeded on her voyage under the charge of a Channel pilot, and in tow of a steam-tug called the "Scotia." There were on board, besides the crew and passengers, the captain's wife and daughter, and three gentlemen, friends of the owners, who were going in her down the Channel for a cruise.

At 8 p.m., when the vessel was off Dover, the pilot left her, and at 8 the following morning,

morning, when off Beachy Head, the steam-tug was cast off, and she proceeded on her voyage, with the wind from the west, heading for the French coast on the starboard tack. Throughout the 7th and 8th the weather was foggy, but on the 9th the fog had cleared away, and she continued her voyage with light winds and fair weather. At 3 p.m. of the 10th, and when at about 30 miles south of Dartmouth, the owners' friends left her, and she proceeded on her voyage tacking down Channel with the wind from the west.

The next that we hear of her is from an inward-bound vessel called the "Garnock," which passed her shortly after mid-day of the 12th of August in about latitude 48° north, and longitude 9° west. The carpenter and a seamen of that vessel have been examined before us, and have told us that at this time she was running to the southward and westward, with a fair wind and under all sails, and that she was going at the rate of eight to nine knots an hour. From that time to this nothing more has been seen or heard of the "Great Queensland," but three articles, which must have at one time belonged to her, have since been washed ashore on the south coast of England.

The first of these articles was a lifebuoy with the words "London" and "Great Queensland" painted upon it, which was picked up on the 18th of December last, more than four months after she had sailed, about a mile and a half to the eastward of Fowey Harbour, in Cornwall. It had a large number of full-grown barnacles attached to it, showing that it must have been in the water for some considerable time. The next article was a board, whether a bow or stern board appears to be doubtful, with the word "Queensland" cut into it, and which was picked up on the 5th of January following near Chesil Cove, on the coast of Portland Island. And on the 21st of the same month half a buoy was picked up at the foot of Snipp's Cliff, in Salcombe Harbour, with the words "Great Queensland" painted upon it. No other article of any kind, so far as we know, has been picked up which can be identified as having at any time belonged to the "Great Queensland."

Now, the only conclusion which we can draw from these articles having been washed up on the south coast of England is that they must have left the ship somewhere to the north of Cape Finisterre.

It seems that in the North Atlantic there is a current which runs almost due east from nearly as far out as 40° west. At Cape Finisterre, where it strikes the north-west promontory of the Spanish Peninsula, it divides into two branches. The northern portion of the current continues its eastward course along the north of Spain, turns northward up the coast of France, and so on to the British Channel. The southern portion runs down the coast of Portugal, across the Straits of Gibraltar, and thence southward to the Cape de Verde Islands. We may, therefore, fairly conclude that these articles must have left the ship somewhere to the north of Cape Finisterre, and have been carried by the northern branch possibly round the Bay of Biscay, and up northward to the British Channel; had they left the vessel south of Cape Finisterre, they would have been carried by the southern branch down to the Cape de Verdes, and thence either along the coast of Africa by the Guinea current or away across to the coast of South America, and by no possibility would they have found their way back into the English Channel.

But although we may be tolerably certain that these articles left the ship north of Cape Finisterre, there is literally nothing in their appearance to show how they became separated from it. The lifebuoys might have fallen or been thrown overboard without its being necessary to suppose that the ship had met with any casualty at the same time. Again, the board, whether it was a bow or a stern board, is no proof that the ship was lost; for I am told by my nautical assessors that these boards are often taken down when the ship is in port for the purpose of repainting or regilding the letters, and it occasionally happens that they are only replaced at the last moment, just before the vessel leaves port, and are then, in the hurry of departure, sometimes very insecurely fastened, so that the mere wash of the sea would detach them. Indeed, in the present case, the fact to which our attention was specially directed, that the board had no appearance of having been forcibly torn from its fastenings, seems to favour this view. Had the vessel met with any casualty, and the board been forcibly wrenched from its place, the heads of the screws would have torn away the wood, but there is no appearance of anything of the kind; the holes in which the screws were are quite perfect, as though it had been unscrewed.

There is then nothing in any of these articles, or in the fact of their having been washed ashore on the south coast of England, from which we can draw any conclusion as to what caused the loss of the vessel. Various suggestions have been offered to account for her loss; but before dealing with them and endeavouring to ascertain which of those suggestions is the most probable, it will be well that we should know something of the history of the vessel, of her construction and character, and of the nature and stowage of the cargo which she had on board.

It seems that the "Great Queensland" was built in the year 1852, by Mr. Mare, the eminent shipbuilder of Bow Creek, for the General Screw Steam Navigation Company. She was an auxiliary screw steam vessel, and was at first called the "Indiana"; subsequently, but at what period does not appear, she passed into the hands of foreigners, and then received the name of the "Ferdinand de Lesseps"; but in 1870 she again came into British hands, retaining the name of the "Ferdinand de Lesseps." In 1872 she was the property of a Mr. Morrison, who then determined to convert her into a sailing ship. For that purpose she was placed in the Millwall Docks, and her engines and boilers having been taken out, she was removed to the Britannia Dry Dock, that the requisite

alterations

alterations might be carried out. Mr. Jordan, the surveyor of iron ships to the Liverpool Underwriters' Association, under whose supervision all the alterations were effected, has given us a very full and minute description of what was then done to her. He has told us that she was strengthened in the parts where the engines and boilers had been, both in the 'tween decks and in the hold; that the main deck beam stringers were removed and replaced by others of a larger size; that new fore and aft tie plates were fitted, that the plating below the sheer plates was doubled on both sides, that the whole of the ceiling was removed, and the thickness of the other plating ascertained by drilling in different places; and that in fact she was converted into a thoroughly good and efficient sailing vessel.

Whilst the repairs were going on, Mr. Walker, the builder in whose yard they were being done, purchased her on his own account, and he subsequently agreed to sell her, on the completion of the repairs, to Messrs. Taylor, Bethell, & Roberts for the sum of 19,500*l*. On these gentlemen obtaining possession of her, they had her re-registered under the name of the "Great Queensland," and on Mr. Jordan's certificate they obtained for her in the Liverpool Registry the class of "20 years black," which is the highest class accorded to vessels not originally built under the rules and directions of the Underwriters' Association. This occurred in May 1873, and from that time until her departure on her last voyage in August 1876, she was regularly inspected by Mr. Jordan, and, as he has informed us, he always found her to be in a thoroughly good and satisfactory condition. The last time he surveyed her was in July 1876, shortly before her departure on her last voyage, when she was in Messrs. Green's dry dock, at Blackwall, for the purpose of having her bottom cleaned and painted; and both he and Mr. James Taylor, the foreman shipwright at Messrs. Green's yard, have told us that she was then a good and efficient vessel, and was well adapted for the voyage for which she was intended.

The fittings and equipments of the vessel on her last voyage appear also to have been in equally good condition. She had five watertight bulkheads, a very unusual circumstance in a sailing vessel, and only to be accounted for by the fact that she was originally built as a steam vessel; she had seven boats; her compasses, seven in number, were all in good order; she had two pumps worked by fly wheels to keep her free of water, and a force pump forward attached to a two-inch pipe running along the main deck under the main rail, and having hydrants opposite to each hatch as a provision in case of a fire. All these were in thorough good working order, and amply sufficient for the vessel.

And now as to her cargo. This, as I have already stated, consisted of about 2,300 tons of general merchandise, composed principally of pig and bar iron, cement, marble, sulphur, whiting, soda, and saltpetre, a very large quantity of flooring boards and deals, measurement goods, pickles, &c.; and there were also some 33 to 34 tons of gunpowder, and a few cases of fuzes, percussion caps, and detonators.

From a plan of the stowage which has been laid before us, it would seem that all the ship's stores were stowed forward of the third bulkhead, which went right up to the main deck, cutting off all communication between the fore and after parts of the vessel below deck. Aft of the bulkhead, the lower hold was divided into a fore hold 30 feet 6 inches long, and a main hold 146 feet long. The 'tween decks was clear from the bulkhead to right aft.

In the lower hold the cargo appears to have been properly stowed, the heavy goods being below, whilst the deals, flooring boards, and measurement goods were above them. In the between decks, ranged along each side of the ship, were flooring boards laid flat one on the top of the other, reaching from deck to deck, and projecting some four feet or so from the ship's sides. And between these two rows of floor boards were stowed other portions of the cargo. Right forward were hides and saltpetre, then cement, and then measurement goods, which were brought nearly up to the fore combings of the main hatch. Quite aft were the spirits and vinegar, and then measurement goods as far forward as the after combings of the main hatch, thus leaving a space in the centre of the vessel, just immediately under the main hatch, about 18 feet long by 30 feet wide, and in which the gunpowder was stowed.

So far then as the stowage of the cargo is concerned, I am advised by the nautical assessors, whose assistance I have, that there was nothing likely to endanger the safety of the ship or of those on board. Nor indeed was there anything in the cargo, with the exception of the gunpowder and explosives, which was not quite consistent with the vessel's perfect safety.

It was said indeed, in the course of the inquiry, that she had had six casks of paraffin on board, but this on investigation proved to be only paraffin wax, a very harmless article. There were also 66 casks which were described as "chemical products," but these also proved to be harmless. There was a cask of sulphuric acid, but that was stowed in a pigstye on deck, the usual place I am informed for such articles. So that, with the exception of the gunpowder and explosives, there was apparently nothing either in the cargo or in the manner of stowing it which would be a source of danger either to the ship or to those on board.

Now it has been suggested that there are three or four different ways in which this vessel might have been lost, for it seems now to be generally admitted that she has been lost. It is said that she might have foundered in a gale of wind, or that she might have been run into by some other vessel and lost with all hands, or that she may have caught fire and been burnt, or, lastly, that the gunpowder and explosives which she had on board may have exploded and sent her to the bottom. I will proceed to consider all these

suggestions in order, and first as to the possibility of her having foundered in a gale of wind.

It is no doubt quite possible that in the course of a voyage from this country to Melbourne she may have encountered a hurricane so furious as to have caused her to founder. Indeed, there seems at one time to have been a very strong impression that shortly after leaving the Channel, and before reaching Cape Finisterre, she encountered a severe hurricane in which she foundered, and that this would account for the articles from her which had been washed ashore on the south coast of England. Not only, however, is there no foundation for this suggestion, but, on the contrary, the evidence is, in our opinion, conclusive that she met with no hurricane at all on this side of Cape Finisterre. Indeed the idea, if it was ever seriously entertained, was, we think, abandoned before the close of the proceedings, and I should not have adverted to it at all were it not that a good deal of evidence has been given to show us what was the state of the weather between this and Cape Finisterre when the "Great Queensland" may reasonably be supposed to have been there.

To show what was the character of the weather along the probable track of the "Great Queensland" between noon of the 12th of August, when she was last seen, and the time when it may be reasonably assumed that she had passed Cape Finisterre, we have had before us Mr. Charles Harding, the senior clerk of the Marine Branch of the Meteorological Office, and have received from him a great deal of very valuable information. I should observe that it is the business of the Meteorological Office to supply to some of the more experienced and intelligent masters in the mercantile marine forms of log-books, which they are required to fill up and return to the office, and from an examination of which the direction and force of the wind, the rise and fall of the barometer, the set of the currents, and other particulars at different points of the ocean's surface can be ascertained.

Accordingly Mr. Harding produced a number of log-books which had been returned to the office, of vessels which had been more or less near the track of the "Great Queensland" at the time in question, and he prepared a chart showing the courses of these vessels and the kind of weather they encountered.

Some objection was at first taken by Mr. Butt, who appeared for the owners of the "Great Queensland," to the admissibility of this evidence; but on the understanding that the evidence was to be used only to show what kind of weather it was, and whether it was such as would have caused an ordinary good ship to founder, Mr. Butt withdrew his objection.

In examining the logs and chart which were laid before us by Mr. Harding, it appeared to us that of all the vessels whose tracks he had laid down, there were three only which had any bearing upon the case of the "Great Queensland." These vessels were the "Sorata," the "Rajmahal," and the "Ænone"; all the others were too far out of the "Great Queensland's" track to afford any evidence as to the kind of weather which she probably encountered.

And first as to the "Sorata," which was a sailing vessel outward bound from London to Jamaica. It seems that at noon of the 14th of August she was in latitude $48^{\circ} 8'$ north, and longitude $8^{\circ} 8'$ west, and was following nearly on the track of the "Great Queensland." At noon of the 18th she was in latitude $43^{\circ} 34'$ north, and was consequently in the latitude of Cape Finisterre, standing to the southward with a good leading wind from the west. Now during the whole of this time, and until after she had passed Cape Finisterre, she had a wind the force of which never on any occasion exceeded five or six. or in other words a fresh or strong breeze, and frequently it was only two or three, or a light or gentle breeze. There is, therefore, nothing in the log-book of the "Sorata" to show that the "Great Queensland" before reaching Cape Finisterre encountered anything like a storm or hurricane.

Let us next take the "Rajmahal" and the "Ænone." Both these vessels were inward bound, the former from Calcutta to Liverpool, the latter from Adelaide to Dublin. At noon of the 12th of August, the "Rajmahal" was in latitude $46^{\circ} 14'$ north, and longitude $21^{\circ} 13'$ west; the "Ænone" in latitude $46^{\circ} 30'$ north, and longitude $21^{\circ} 30'$ west, so that the "Ænone" was a little to the northward and westward of the "Rajmahal," and both were steering a course a little to the north of east. From that time until between eight and 10 p.m. the wind increased with a falling barometer, the "Rajmahal" having it from S.S.E. to S.E., the "Ænone" from E.N.E. At eight p.m., the "Rajmahal" had it dead calm, and then the gale recommenced from the west and by south with a rising barometer. The "Ænone" did not pass through the calm, but at 10 p.m. the wind suddenly chopped round to W. by N., with a rising barometer, and continued from the latter direction until the storm passed away.

Here then we have a storm, not indeed a very violent one, for the "Rajmahal" appears to have passed through the very centre of it without sustaining any injury. Still it was one of those circular storms whose nature and course are so well understood, and which have a motion of rotation in the northern hemisphere in a direction contrary to the motion of the hands of a watch, and a motion of translation, as they approach the coast of Europe, more or less in a north-easterly direction.

To anyone at all acquainted with the theory of these circular storms there can be no difficulty, from the way in which the storm struck these two vessels, in determining its course, velocity, and probable extent. It is clear, from the fact that the "Rajmahal" had the wind from the S.E. to S.S.E., and afterwards from W. by S., that she must

have

have been all the time in the right-hand half of the storm. On the other hand, the "Cenone," having had the wind from the E.N.E., and afterwards from W. by N., must have been in the left-hand half of it. The exact centre of the storm then passed between them, the "Rajmahal," however, being so much nearer to it as to come within the range of the calm, and from these data Mr. Harding has calculated that the storm was travelling in a N.N.E. direction, that its velocity of translation was about 30 miles an hour, and that its diameter was about 150 miles.

With these facts before us, what chance was there that the "Great Queensland" could have encountered this storm at any part of her track?

Between 8 and 10 p.m. of the 12th, the "Rajmahal" must have been very little, if at all, to the south, and the "Cenone" to the north of 47° north latitude. The "Great Queensland," which at noon of the 12th was in latitude 48° north, and was then running to the south-west at the rate of between eight and nine knots an hour, must, by 8 or 10 p.m. of that day, have got to the latitude of 47°, if not to the south of it. All three were, therefore, at that time nearly in the same latitude, but the "Great Queensland" was some 400 miles to the eastward of the "Rajmahal" and "Cenone," and consequently in the centre of the storm. It is difficult, therefore, to understand how, if the radius of the storm was about 75 miles, and its direction N.N.E., it would be possible for it to have come anywhere near the "Great Queensland's" track, the course of that vessel being to the southward and westward.

I have gone at some length into the circumstances connected with this storm, as there seemed at one time to be some idea that possibly the "Great Queensland" might have encountered it and foundered in it, although it would not be saying much for the seaworthiness of the vessel, if we could suppose that a storm, through the centre of which the "Rajmahal" had passed without sustaining any material damage, had been sufficient to cause the "Great Queensland" to founder, but there is not the slightest foundation for any such supposition. Mr. Harding, indeed, at one time, and before he had carefully examined the entries in the log-books, was inclined to think that the vessel might have felt not the full force, but some of the effects of the storm, but I think that in the end he withdrew from that position, and Mr. Butt also, if I mistake not, abandoned the theory that she might have gone down in that storm.

But if this storm is given up, there is no record of any other storm having come anywhere near the track of the "Great Queensland" on this side of Cape Finisterre. The course of these circular storms is, as I have said, to the northward and eastward; and Mr. Harding tells us that he has carefully examined the registers of the various meteorological stations on the coast of this kingdom, of France, and of Portugal, and that there is no record of any storm having struck those coasts during the period in question. The storm which the "Rajmahal" and "Cenone" encountered would, if it had, as Mr. Harding supposes, a N.N.E. course, have passed clear to the west of Ireland, which sufficiently accounts for there being no record of it on our coasts, but a storm occurring so much farther to the east as to cross the track of the "Great Queensland" could hardly have avoided striking the coast.

Let us next consider what probability there is that the vessel was run down in a collision with some other vessel, and went to the bottom with all hands.

It is no doubt possible that she might have been run down and sunk with all hands, for there have been cases of vessels colliding and of both going to the bottom, as well as of the delinquent vessel sailing away to escape the consequences of its misconduct, leaving the crew of the other vessel to perish. But such cases are extremely rare, and in the highest degree improbable. In the first place, it is seldom that both vessels founder after a collision. A large vessel like the "Great Queensland" would hardly founder unless struck amidships or in the stern by the bows of another equally large vessel, and in that case the latter would probably escape comparatively uninjured. Happily, too, for the credit of humanity, it is still rarer that a vessel, after having fatally injured another, should run away and leave her crew to perish. There is always the danger of some of the seamen of the runaway vessel speaking of the fact.

There are, moreover, in the present case, facts which render any such conjecture in the highest degree improbable. In the first place, this vessel was nearly 1,800 tons register, and carried a cargo of about 2,300 tons besides her passengers; the chances are, therefore, that if she came into collision with any other vessel she would be more likely to send that vessel to the bottom than to founder herself.

In the next place she was, as I have already said, fitted with five watertight bulkheads. She had first a collision bulkhead only seven feet from the stem; 16 feet 9 inches aft of this was another watertight bulkhead, and 17 feet 6 inches aft of this a third bulkhead going right up to the main deck; aft of this were two more bulkheads. Now if she had been struck anywhere forward of the third bulkhead, and if the forward compartments had filled with water, it is clear that the vessel would still have floated. No doubt if she had been struck stem on by some other vessel in the way of the main hold, and that that had filled, the vessel might in time have sunk, but it is not likely that she would have gone down so quickly that there would have been no time to lower any of the boats, of which it seems she had seven. And with seven boats it is very improbable that some of the crew or passengers would not have escaped. In a case which quite recently came before me where the vessel had foundered 718 miles from the nearest land, and where they had only two small boats, a gig and a cutter, the whole of the crew, 12 in number, were saved,

one boat having been picked up after they had been three days away from the ship, whilst the other reached the land in safety, after having been nearly 12 days at sea.

It was also suggested that she might have caught fire and been burnt. This, too, is no doubt possible, but when we consider the arrangements that she had for extinguishing fire, the force pump in the bows, with a 2-inch pipe running along the main deck, with a hydrant opposite to each hatch, it must be admitted that this vessel was exceptionally well fitted to put out any fire that might occur on board.

When, too, it is considered that apart from the gunpowder and explosives which she had on board, this vessel could have been insured for the voyage out to Melbourne at a premium probably of from $1\frac{1}{2}$ to 2 per cent. against all dangers of wreck, foundering, collision, fire, and every other risk, and against partial as well as total loss, it can well be seen how small the chances are that she has been lost by any of the dangers mentioned.

I think, therefore, that we must reject the theories either that the "Great Queensland" foundered in some storm, or that she sank with all hands after collision with some other vessel, or that she caught fire and was burnt, as being under the circumstances, although possible, in the highest degree improbable.

We come then to the last suggestion which has been offered, that there was something in the nature or character of the gunpowder and explosives which she had on board, or in the manner in which they were stowed, which would account for the loss of this vessel.

The gunpowder and the explosives which she had on board consisted of about 30 tons of ordinary gunpowder, two tons of what is called patent wood powder, four kegs of fuzes, three kegs of percussion caps, four kegs of foreign detonators, and two small packages of sample detonators.

And first as to the fuzes, percussion caps, and detonators. From the evidence of Mr. Keen, the ship's husband, and of Mr. Palmer, the master stevedore, it appears that the four kegs of fuzes were taken in at the docks, and were stowed forward in the 'tween decks, between the cement and the measurement goods. The three kegs of percussion caps were also taken in at the docks, and were stowed in the 'tween decks, just aft of the after hatch on the port side. The four kegs of foreign detonators were taken in at the powder buoys, and were placed in the berth of one of the spare cabins in the saloon, which was under the control of the steward. Of the two packages of sample detonators one was taken in at the docks, and the other at the powder buoys, and they were both placed in a drawer in the mate's cabin.

The four kegs of fuzes, three of percussion caps, and four of foreign detonators, were all shipped by the firm of Messrs. Jones, Scott & Co., of Basinghall-street, one of the partners of which has been examined before us, and has given us full information as to their contents.

He told us that the fuzes were "Bickford, Smith & Co., No. 26 Safety Fuze," an article well known in the trade, and which has been in use for the last 40 or 50 years. He said that they were shipped in coils 24 feet long, which were packed in wooden cases lined with tin, and that, if ignited, they simply burnt, did not explode, and were perfectly safe in transport.

As to the kegs of percussion caps, he said that one of the kegs was filled with ordinary percussion gun caps, but that the other two contained sporting cartridge cases, uncharged, and containing each a wad and percussion cap. They were also in strong wooden cases, lined with tin, and had been packed by Messrs. Eley, the ammunition manufacturers.

The cases of detonators were of a somewhat more formidable character. The detonators, which are described as being of quintuple force, were packed in sawdust, 100 together, in small tin boxes. Five of these tin cases were rolled up together in stout brown paper, and 20 rolls were then put into a tin case, and soldered down; and this was enclosed in a strong wooden case with a padding between the cases of about three inches of straw tightly packed all round. Each case thus contained 10,000 detonators, with a net weight, we are told, of about 20 lbs. of detonating powder. It seems that they could be exploded by fire or by concussion, and we are told that if stowed close to the side of the ship, they might, if they exploded, blow a hole through the side. Mr. Jones, however, informed us that they were part of a lot of 31 cases which they had received from the continent, and that of the rest, 15 had been sent by them to the west coast of South America, six to New Zealand, and others to various parts of the world, and that they had received information of the safe arrival of all of them.

The two packages of sample detonators which were entrusted to the mate, and by him put into a drawer in his cabin, were too small to have done much damage, even if they had exploded.

With the exception then of the four kegs or cases of detonators, which ought perhaps to have been put in some more secure place than the berth of a spare cabin, there is nothing in the character or in the stowage of these explosives which would lead us to suppose that they contributed in any way to the loss of the ship.

We come then to the gunpowder. By far the larger portion, some 30 tons or more, was common black gunpowder, contained in ordinary kegs or barrels, the remainder, about two tons, was what is called patent wood powder. But before we proceed to consider the relative risks attending the carriage of these two descriptions of gunpowder, it would be well to describe the manner in which they were stowed.

I have already described how the space or compartment in which the powder was stowed was constructed; how that the sides were composed of floor boards laid flat one on the

the other, fore and aft, and projecting from $3\frac{1}{2}$ to 4 feet from each side, the two ends being composed of measurement goods, jams, pickles, and what are called London goods, square packages, as Mr. Palmer has told us, having been selected by him for this purpose, as they would stand closest, and form, as he called it, a good bulkhead. The space thus formed was 18 feet long, 30 feet wide, and about 7 feet 6 inches high, and 3-inch planks were laid over the main hatch of the lower hold to form the floor.

In going down the river, the men were employed covering up the exposed pieces of iron. The four iron staunchions at the corners of the hatch were all covered with sail-cloth. The nuts, or tops of the bolts, on the lower deck were dowelled, that is to say, capped with round pieces of wood. But the deck plates and beams of the main deck, which formed the roof of the chamber, were not so covered, nor were the stringer plates, or the hanging knees at the sides, but these last were covered by the floor boards. The floor of the chamber was then covered with two, and in some places three, thicknesses of sail-cloth, and as they stowed the cargo they carried the sail-cloth two and three thick up the sides between the powder and the planks and cases of goods.

The first powder taken in was the patent wood powder, which was contained in 183 square cases, and was stowed in the fore part on the port side. The rest of the powder, which consisted of ordinary gunpowder, and was contained in small kegs or barrels, was packed all over the remainder of the compartment, the barrels being laid on their bilges, with the ends close against the cargo and against the cases of patent wood powder. When all the powder had been put on board, there remained a space of from one to two feet between it and the main deck. The sail cloth was then drawn over the top, and the hatch was securely fastened down.

Now, looking at the manner in which gunpowder was usually stowed on board vessels when the "Great Queensland" left this country, we are not prepared to say that this compartment was other than fairly constructed. Assuming that there was no law which made it obligatory upon the shipowner to construct a particular form of magazine, as to which I shall presently speak, the compartment would at that time have been deemed a good and proper one. Captain Jenkins, the harbour-master at Gravesend, whose duty it is to see to the stowage of gunpowder on board vessels leaving the Port of London, has told us that, at the period in question, the mode of stowing gunpowder on board ships was extremely lax and defective. He said that in one instance he found a ship laden with coals at the bottom, on the top of which were cases of lucifer matches, and above these five tons of gunpowder. In another instance he found a vessel with 60 tons of gunpowder on board with all the fires alight, not a single bit of dunnage or canvas to separate the gunpowder from the rest of the cargo, or anything in the shape of a magazine, and with the passengers complaining, and that he had considerable difficulty in persuading the owners to make proper arrangements for the stowage. No doubt, in Captain Jenkins' opinion, it would have been better if the gunpowder, considering the very large quantity there was of it, had been placed in a regularly constructed magazine, with boards separating it from the rest of the cargo, for the rolling and pitching of the vessel might cause the upper part of the cargo, where it was not supported by the cases or kegs of powder, to shift, and even two or three thicknesses of sail-cloth might chafe through in the course of a long voyage. At the same time the compartment appears to have been fairly well constructed, and we are not disposed to attribute the loss of this vessel to any defect in the construction of the chamber, although, as we have said, a regularly constructed magazine would have been better, considering the large amount of powder which she had on board.

And now as to the particular properties of the two kinds of gunpowder with which this vessel was laden, the common black gunpowder and the patent wood powder.

As regards the common black gunpowder, it is, of course, liable to explode if it is brought in direct contact with fire, and on that account it appears to us very desirable, when large quantities are carried, that it should be placed in a regularly constructed magazine, entirely separated from the rest of the cargo, and to which it would be impossible for the crew to obtain access. Long experience, however, has shown that it is not liable to spontaneous combustion; in other words, it has no power of generating heat sufficiently great to produce ignition, and it is, and has been, constantly carried with perfect safety to all parts of the world stowed in compartments not better, if as well, constructed as that on board the "Great Queensland." Apart, therefore, from the question whether or not the shipowner was bound to place it in a regularly constructed magazine, as to which we shall presently speak, there is nothing in the circumstances of the case to lead us to suppose that the loss of this ship was due either to the powder itself or to the compartment in which it was stowed.

And now let us inquire what was this patent wood powder, of which she had two tons stowed in the same space as the 30 tons of black gunpowder, what its properties were, what its chances of ignition, or explosion. And for this purpose it will be necessary not only that we should describe the process of manufacture, but that we should go at some length into the history of the company itself.

It seems that this patent wood powder, or as it is called by the company "the patent safety blasting powder," is manufactured by the Patent Gunpowder Company, Limited, the company's office being at No. 6, Great Winchester-street Buildings, in the City of London, and their works at Glyn Ceiriog, near Llangollen, in North Wales. The company was formed for the purpose of working the patent of a Mr. John Bell Muschamps, of Eltham-road, Kensington, in the county of Middlesex, paper manufacturer. The

letters patent bear date the 16th day of November 1871, and describe it as a mode of producing an "improved explosive compound" by a novel treatment of lignine or cellulose woody fibre which is found not only in wood but in all kinds of fibrous plants and other forms of vegetation. The process as described in the letters patent is first to disintegrate the wood either by crushing it between rollers or by a chipping machine. The whole of the sap and mineral salts are then removed "by boiling the wood for about six hours at a pressure of from 200 to 300 lbs. to the square inch in a strong solution of caustic soda "or alkali." It is then thoroughly washed in pure water, and after having been passed through a beater is strained and thoroughly dried. Having been thus made perfectly clean and dry the fibrous pulp is steeped in a solution of nitric and sulphuric acids; after which it is subjected to the action of running water to remove all the free acid, and if necessary it is for that purpose steeped in an alkaline solution. After this the pulpy mass is placed in a strainer or drying machine to remove the surplus water, and it is then put into moulds of the required shape, pressed, and then dried. If, however, all the free acid is not removed, or if any albuminous or resinous substances which readily decompose after the nitrating process at a comparatively low temperature are allowed to remain, heat is generated, which under favourable conditions might become so great as to result in ignition. Whether ignition would be followed by an explosion seems to depend upon whether the substance is confined or not. If it is freely exposed, the heat resulting from decomposition may or may not produce simple ignition, but if strongly confined in closed cases explosion would almost inevitably follow or even might result from the ignition of a large quantity of the material.

These then being the two dangers which have to be specially guarded against, it is a matter of the greatest importance to test the material at every stage of the process, and this can only be done by careful chemical analysis. If any free acid or any of these albuminous or resinous substances are allowed to remain (and you can never be sure that they are not there unless the tests are carefully applied), there is always danger of decomposition, and consequently of combustion.

And here I may observe that the process of manufacture is not very unlike that employed in the production of what is called gun-cotton, the object in both cases, being in the first instance to produce a pure cellulose as free as possible from albumen salts and other foreign matters, and after that to convert it into a nitro-cellulose by steeping it in a solution of nitric and sulphuric acids. Without, however, entering into any detailed discussion of the comparative merits of wood-powder, and gun-cotton, I will merely observe that as wood contains a much greater quantity of albuminous and resinous substances than cotton, it requires more labour and consequently more expense to reduce it to the condition of pure cellulose.

Such being the nature of this compound, the mode of its manufacture and the dangers to be guarded against, let us see what precautions were adopted by the company in order that this article, the minimum strength of which, according to their own published advertisements, was "five times greater than that of ordinary black gunpowder, and more "rapid in combustion," should be issued to the public in a pure state.

It seems that the company was originally established in 1872, but it was not until April 1875 that they began to make any powder. From that time until the December following Mr. Hunt had the sole management and control of the works as resident manager. Mr. Oliphant was the managing director, but he had nothing to do with the works, his duties being confined to getting orders for the powder. Now Mr. Hunt has described himself as an "engineer, but no chemist," and he admitted that during the whole period of his residence at the works he never on any occasion tested any, either of the pulp, or of the powder; in fact he did not know how to do it, and yet he did not hesitate to alter the mode of manufacture when he thought it expedient to do so on what he was pleased to call his practical knowledge in making gun-cotton.

The works had been in operation under Mr. Hunt's management for some months when, on the 26th of August 1875, Major Ford, one of the Government inspectors of explosives, in the course of a visit to the Lysfaen and Pentregwyddel quarries in Carnarvonshire, in the ordinary discharge of his duties found a 25 lb. box of cartridges marked on the outside "Patent Gunpowder Company, Limited, Glyn Ceiriog, near "Llangollen." The package had apparently not been opened, but with the assistance of the manager's son he opened it, and found inside a box of detonators, packed with the cartridges. He took out one of the cartridges, and on the 4th of September following handed it to Dr. Dupré for analysis.

The result of Dr. Dupré's analysis of this specimen was that when heated to 150° Fahrenheit it gave the acid vapour test in three minutes, the minimum period for well-manufactured powder being 10 minutes; that it emitted acid vapours at ordinary temperature in a stoppered bottle, and as Dr. Dupré says in his report, it was "evidently in a state of decomposition."

On receiving this report, Major Majendie, the senior Inspector of Explosives, on the 20th of September telegraphed to Major Ford, who was in the neighbourhood, to go to the company's works and obtain samples for further examination, and at the same time wrote to the company to inform them of the result of Dr. Dupré's analysis, and of the instructions which he had given to Major Ford.

On the 21st, Major Ford went to the works. Mr. Hunt, the manager, was away, but Mr. Oliphant, the managing director, was there, and he accompanied Major Ford round the works. In answer to questions put to him by Major Ford, Mr. Oliphant expressed his

his regret that Mr. Hunt was not there, for that he himself knew nothing of the manufacture, whereas Mr. Hunt could have explained everything to him. Mr. Oliphant admitted that they were in the habit of packing the detonators in the same box with the cartridges, as they thought it safer to do so, the word "gunpowder" being so elastic. He also stated that he could not believe that the specimen which Major Ford had found at the Lysfaen and Pentregwyddel quarries could have come from their factory, such confidence had he in the purity of their powder. On Major Ford, however, inquiring of Mr. Oliphant where any more of their powder was stored, Mr. Oliphant refused to give him the information, on the ground that if a Government inspector wrote to the owners of a quarry in regard to the powder, it would do the company much injury, and on Major Ford pointing out to him that the company would suffer a greater injury if an explosion of their powder took place, Mr. Oliphant replied that he had no apprehension of an explosion, as he did not think the powder was bad enough for that. Major Ford then took eight samples from different parts of the factory, marked them with his initials, and on the 23rd of the same month handed them to Dr. Dupré for analysis.

On analysing these samples Dr. Dupré found them to be all more or less impure. They contained organic matter soluble in alcohol consisting of a resinous slightly explosive substance, and they all, when heated to 150° Fahrenheit, gave the acid vapour test in from four to five minutes, except one, which gave it in six minutes, and another in seven minutes. In fact, as Dr. Dupré has informed us, they were all in a dangerously impure state.

Notwithstanding Mr. Oliphant's confidence in the purity of the powder manufactured by Mr. Hunt, the company seems to have thought it desirable to submit samples of it to a chemist selected by themselves. They accordingly sent four samples to Mr. Wigner, of 79, Great Tower-street, and Mr. Wigner's Report, which bears date the 23rd of September 1875, has been brought in. In that report Mr. Wigner states that "Sample A. was carefully extracted with boiling water, and showed no sign of free acid," but that "each of the other samples gave clear indications of its presence," and he then proceeds: "The fibre does not appear to have been sufficiently washed in the tanks or pouchers after its treatment, and hence is liable to decomposition, but if it were to be again washed now, all but sample D. would probably be rendered fit for use. Sample D. is, I fear, too much decomposed for this treatment."

Two days after this report, that is on the 25th of September 1875, Mr. Wigner writes to the company in these words: "It has occurred to me that the decomposition may be partly due to the imperfect cleaning of the fibre before immersion in the acid."

So that according to Mr. Wigner's report all the samples, except perhaps one, were more or less decomposed, and he thought that by rewashing them, they might *probably* be made fit for use, with the exception of one, which was too much decomposed for this treatment. Whether re-washing these samples would have rendered them fit for use is a question which we shall presently have to consider, but could there be a stronger condemnation of Mr. Hunt's powder than is contained in this report and letter from Mr. Wigner?

After the company had received Mr. Wigner's Report, and on the very day on which Mr. Wigner's letter bears date, the 25th of September 1875, Mr. Oliphant and Mr. Lambert being by that time, I presume, convinced that Mr. Hunt's powder was not quite as pure as they had imagined, called upon Major Majendie at the Home Office, and informed him that orders had been given to re-wash all the stuff at the works, and to suspend the manufacture and issues; and on the 4th of October following Mr. Lambert wrote to Major Majendie to say that steps had been taken for the appointment of a chemist at the works at Glyn Ceiriog, who was to give his particular attention to the purity of the manufacture of the powder.

On the 13th of the same month, Major Majendie having received Dr. Dupré's analysis of the eight specimens previously forwarded by Major Ford, sends copies of them to the company, and at the same time tells them that "the examination shows that the whole of these samples are in an impure and unsatisfactory condition, and that it not only fully confirms the correctness of the previous representation as to the condition of the material, but points emphatically to the urgent necessity for an entire re-arrangement of your system of testing, if not of manufacture, so as to prevent the possible production of batches of such a dangerously impure explosive." Major Majendie no doubt at that time was under the impression that the powder was regularly tested, but that the system of testing was imperfect; he never could for one moment have imagined that the manufacture was being carried on under the sole management of Mr. Hunt who was "an engineer, but no chemist," that it was never tested, and that there was no one on the premises able to test the material and to say whether it was or was not in an impure state.

Shortly after this, namely, on the 27th of October 1875, Major Majendie, whilst visiting in his official capacity the Belmont Mines, Guisborough, belonging to the Weredale Iron and Coal Company, observed a box of cartridges, which from the marking on the outside had apparently come from the Patent Gunpowder Company's Works at Glyn Ceiriog, and he accordingly took out a sample and forwarded it to Dr. Dupré for analysis. On receiving Dr. Dupré's Report that at a temperature of 150° Fahrenheit it gave the acid vapour test in 4½ minutes, he addressed a letter on the 13th of November to the company pointing out to them the impure condition of their powder as evidenced by this further

sample, and calling their attention to the fact that the cases in which the cartridges were contained were fastened with iron screws instead of copper ones, and that they were not in all cases properly marked. To that letter it would seem that no reply was received.

These disclosures as to the impure character of the powder manufactured by Mr. Hunt, led to his resignation on the 14th December 1875, but before parting with him it may be well to state what is our opinion of this gentleman, and of his qualifications for conducting the manufacture of this dangerous material. That a person should deliberately undertake the manufacture of such an article as nitro-compound of five times the force of ordinary gunpowder without having the most elementary knowledge of its chemical properties, without taking any steps during the nine months that he was there manufacturing and issuing this article to ascertain whether it was or was not pure, that he should have sent out the cartridges with a box of detonators packed in the same case, that he should have used iron screws instead of copper screws for fastening down the lids of the boxes, and that he should have done all this without apparently an idea of the consequences that might result from his acts seems to us to be almost inconceivable were it not proved both by his own admission and by all the evidence in the case. The saying that "fools rush in where angels fear to tread," will probably explain Mr. Hunt's over-confidence, and we think that Mr. Winch, the counsel for the company, hardly expressed himself too strongly when he said, speaking of Mr. Hunt's powder, "I do not dispute for a moment that the powder which Mr. Hunt made was very bad, there cannot be a doubt of it. Mr. Hunt says I am an engineer, and he makes the appalling statement that he never applied any test at all, it was a regular rule of thumb; in fact he made his powder and put his trust in Providence afterwards, and whether he blew anybody up was a perfect matter of chance." Those are the words of the learned counsel who has been instructed to defend the company's interests.

On Mr. Hunt's resignation, he was succeeded by Mr. Oliphant as manager, and by Mr. Thistleton as resident chemist. Mr. Thistleton, it seems, had obtained some knowledge of chemistry by having been for four years in the laboratory of Professor Gardiner, of Berners-street, and of the Royal Polytechnic Institution, but he clearly had not had much experience in the treatment of nitro-compounds, for before he joined the company he had only tested it once himself, and seen it tested twice by Professor Gardiner. Although appointed in November 1875, he seems not to have gone down to the works until the end of December, after Mr. Hunt had left. At that time there were on the premises about four or five tons of Mr. Hunt's powder in various stages of completion, and his first duty was to re-wash all that was in a finished state, which was about two tons, and to finish the washing of the remainder. Mr. Thistleton has told us that the directors were anxious that he should re-dip Mr. Hunt's powder without re-washing it, with a view to give it additional strength, in which it was especially deficient, and that in attempting to do so the smoke from it became intolerable, and that at a temperature which he estimated to be only 110° Fahrenheit, the sides smouldered into fire, dirtied everything about, and that ultimately the heat became so great as to break some of the panes of glass, and to char the woodwork of the shed.

This is Mr. Thistleton's account of the matter. He accordingly declined on the score of safety to re-dress, as he called it, the powder, and suggested that the only thing to be done with it was to dip it in a potash solution.

Mr. Thistleton has told us that this process of re-making Mr. Hunt's powder was going on during the months of January, February, March, and part of April, but that before the middle of May the whole of the four or five tons, finished and unfinished, which he found on the premises when he first went there, were returned into the magazine, and that he did not begin to make any fresh powder until he had disposed of the whole of Mr. Hunt's. This is a matter of some importance, for we have it clearly established, on the evidence of Mr. Thistleton, that the two tons of powder shipped on board the "Great Queensland" was a portion of this impure powder originally manufactured by Mr. Hunt, and afterwards re-made by him. What he says is this, that knowing that an order had been received in January 1876, from a Mr. O'Connor, in Australia, for two tons of this powder to be sent out to him, he took care, in re-making Mr. Hunt's powder, that two tons of it should be made up in inch and inch and a quarter cartridges, those being the sizes specially ordered by Mr. O'Connor, and by none of their other customers, and that they were re-made and remained in the magazine at the works from that time until they were sent off, on the 17th of July following, for shipment on board the "Great Queensland." It is quite unnecessary to trace the course of these two tons of powder from the works to their shipment on board the "Great Queensland," for the fact was admitted by Mr. Winch on behalf of the company.

In the meantime, however, Mr. Oliphant had left the company, and had been succeeded by Mr. Lonsdale as manager. Nothing occurred to call for the notice of Her Majesty's inspectors of explosives until a few days after the departure of the "Great Queensland," when Major Majendie received a letter from Mr. Lambert, the secretary of the company, dated the 14th of August 1876, informing him that an accident had occurred in their drying shed on the 11th of the same month, by which the shed had been partially burnt, and stating that the manager, Mr. Lonsdale, would on the following day call and see him on the subject. A good deal of correspondence subsequently passed between Major Majendie and the company on the subject, and at length, on the 19th of September following

following, Major Majendie received from Mr. Lambert, the secretary, a portion of a cartridge which, it was said, had been in the drying-shed, and was not consumed when the fire occurred. On being analysed by Dr. Dupré it was found to be as unsatisfactory as the samples previously submitted to him. It contained 4·7 per cent. of a resinous-looking feebly explosive substance, soluble in alcohol, and which was readily decomposed by heat with evolution of nitrous fumes, and at a temperature of 150° gave the acid vapour test in seven minutes. According to Dr. Dupré it was "a very impure nitro-cellulose, which, under conditions favourable to decomposition, such as a high temperature, might be liable to spontaneous ignition."

On receiving this report Major Majendie forwarded a copy of it to the company, and in a letter dated the 26th September 1876, expressed himself in very strong terms as to the very impure character of the article issued by them, and as to the necessity of a complete reformation of their system of manufacture. He says: "You will observe that the condition of this sample was eminently unsatisfactory, and the fact that material in this condition of impurity (and, perhaps, some in an even worse condition), was present in the drying-room, disposes of any difficulty in accounting for the origin of this accident. Indeed, accident is hardly a suitable name to apply to an occurrence which would be the almost inevitable result of exposing a quantity of impure nitro-compound to an elevated temperature. I need hardly observe that the condition of this sample renders it imperative that the whole of the manufactured material at present on your works should be submitted to searching chemical examination, and if found in a condition of impurity that it should be wholly re-manufactured. Further, I feel it my duty to intimate that should Major Ford, or I, find, in the course of our inspections, any material in consumers' magazines in a condition of impurity, we should be under the obligation of taking such steps as might seem necessary to have it destroyed, and of instituting any other proceeding which might be advised, to secure a strict conformity with the terms of the continuing certificate which requires the material produced by you to be carefully purified."

A good deal of correspondence followed relative to the mode in which the fire was supposed to have originated, and ultimately, on the 18th of December, the company wrote to Major Majendie, informing him that the whole "of the material remaining on the works after the drying-shed was destroyed whether partly or wholly manufactured," had been carefully examined and entirely remade. They added, "those parcels of powder in consumers' stores which we have found to be still in existence have been either destroyed or returned to us to be re-manufactured. Instructions have been given that the material is to be carefully examined in every part of the process, and to be submitted to the tests applied by the Government chemist, and no powder will be completed, or sent out, unless it comes up to, or passes, the standard prescribed by the Government authorities. With a view to prevent any accident occurring again, and to have as careful a supervision at the works as possible, the directors have appointed Major T. A. Butler, V.C., as general manager, and also a thoroughly competent chemist."

Whether the company had then come to the conclusion that Mr. Thistleton was not "a thoroughly competent chemist," or whatever else may have been the cause, Mr. Thistleton resigned in October 1876, and was succeeded by Mr. Heron, as resident chemist. In November following Major Butler became the manager, and on Mr. Heron's resignation Mr. George Hunter was, on the 1st of February 1877, appointed to be the resident chemist in his place.

So matters stood when on the 12th of February last Major Majendie visited the works at Glyn Ceiriog, and took from different parts of the establishment, from the magazine, the drying-room, the drying-shed, and the packing-room, nine samples of the material in different stages, and forwarded them to Dr. Dupré for analysis. On being analysed by Dr. Dupré it was found that three of the samples were moderately well purified, but that the other six were very impure; that whilst the first-named three gave, at a temperature of 150° Fahrenheit, the acid vapour test in from nine to ten minutes, the other six gave it in from five to six minutes. All of them, too, contained chlorate of potash, rendering the substance more sensitive to explosion from percussion or friction. And as this was a departure from the certificate granted to the company Major Majendie ordered the material to be seized, and on the 28th of February addressed a letter to the Company, informing them that the ground on which he had ordered the seizure was, that "the material which was in process of manufacture," and which was "in the magazine" on the occasion of his visit, "was impure (in addition to being chlorated)." Subsequently, however, Major Majendie consented to release it, but only on the condition that it should be all rewashed and remade, and this the company undertook for the third time to do.

Here then we have a company manufacturing and issuing to the public an article which, on every occasion on which it comes under the observation of the Government inspectors is found on analysis to be dangerously impure, so impure, indeed, that on three several occasions, in September 1875, September 1876, and February 1877, the company undertake to, and no doubt do, remake it. True it is, as Mr. Winch has observed, that the powder goes on improving, that Mr. Thistleton's powder was not so bad as Mr. Hunt's, nor were the samples analysed in February 1877 so bad as those in September 1876. Still they were all impure, I may say dangerously impure, from first to last.

What, however, we have chiefly to do with in this case is the powder which was shipped on board the "Great Queensland," and which, as I have already shown, was a portion of Mr. Hunt's very impure powder, rewashed by Mr. Thistleton. The great defect of the

powder manufactured by the Company, and especially of Mr. Hunt's powder, was the presence in it of resinous and albuminous matters and of substances liable to decompose, and thus to generate spontaneous combustion.

Now if there is one point which has been more clearly established than another in this case, it is that if the powder contains any quantity of these albuminous and resinous matters, any amount of washing which could be practically applied, would not, especially after it has been subjected to the nitrating process, remove them. Long continued rewashing would remove any free acids which the material might hold, but the removal of the albuminous and resinous substances is practically impossible by mere washing in cold water. If any quantity of these impurities remained, they would be liable to generate fresh acids, decomposition would then be set up, and under favourable conditions spontaneous combustion might ensue. That this is so is proved by the evidence of every witness who has been examined on the point, not by Dr. Dupré only, but by Mr. Hooper, by Dr. Alder Wright, a witness produced by the company, and even by Mr. Thistleton himself. That there may be no mistake on this point, I will here quote some questions which the Court put to Mr. Thistleton and the answers which he gave to them. "(Q.) "From the experience which you have gained do you now think that it would be possible "to remove all the impurities without boiling it? (A.) No, I do not. (Q.) You think that "the impurities would remain? (A.) I think so. (Q.) Do you think that by merely wash- "ing this powder, as you have described, by streams of water you could remove all the "impurities? (A.) I could remove all the acid. (Q.) But I am talking of the impurities? "(A.) I do not think it is possible to remove the resinous compounds, that is what I mean. "(Q.) The albumen, and so on? (A.) I do not think it possible without treating it with "an alkali and boiling it."

Now, I am not supposing for one moment that Mr. Thistleton when he rewashed this powder did not believe that he would be able by these means to free it of all its impurities. From the way in which Mr. Thistleton gave his evidence I think that he was incapable of sending this powder for shipment on board the "Great Queensland," unless he had believed that it was perfectly safe and free from all impurities likely to generate spontaneous combustion; but Mr. Thistleton does not now think that this rewashing would remove all the impurities, and in that opinion he is supported by the evidence of every one who has been examined on the point. Let me not be misunderstood, I do not say that if the powder had been subjected to the treatment to which the wood fibre should have been originally, namely, boiled under a strong pressure in a solution of caustic soda or alkali, all these impurities could not have been removed even after the nitrating process, but it is not pretended that anything of this kind was done, and indeed Mr. Thistleton has told us that they had not the requisite machinery for the purpose.

If then it be the fact that all Mr. Thistleton's rewashing, however well intentioned, would not remove the impurities contained in Mr. Hunt's powder, what other conclusion can we come to than that there was shipped on board the "Great Queensland" two tons of a dangerously impure nitro-compound in the same compartment with about 30 tons of ordinary black gunpowder, and that the impurities which these two tons contained were liable to decompose, and in so doing to generate spontaneous combustion. The fact that it had been stored for some months previous to its shipment in the magazine at Glyn Ceiriog, renders it only too probable that when shipped on board the "Great Queensland" it was already in an advanced state of decomposition, so that it would be quite ready under favourable conditions to ignite, and those favourable conditions would be supplied by being placed in the hold of the ship at the very hottest time of the year. Being stowed in the same compartment with 30 tons of ordinary gunpowder it mattered little whether it burnt or exploded, the result would be the same, namely, the utter destruction of the vessel and of everything on board.

Now what answer has the company to make to this charge? They are quite ready to abandon Mr. Hunt, and to admit that his, at all events, was impure powder, but they say (1) that there has been no well-authenticated instance of the spontaneous combustion of their powder; (2) that Mr. Thistleton always carefully tested the powder before he allowed it to go forward; and (3) that they have the evidence of competent chemists who have tested and who speak to the purity of their powder.

And first, as to their having been no well-authenticated case of spontaneous combustion.

The only two cases, apart from that of the "Great Queensland," in which spontaneous combustion is supposed to have taken place are, first, when the fire occurred in the drying-shed on the 11th of August 1876, and, secondly, when a cartridge is said to have exploded on the mantelpiece of a Mr. Mowbray. In the first case the fire may no doubt have occurred in the way that has been suggested, by the fluff falling upon the hot-water pipes used for raising the temperature of the shed, and it can hardly, therefore, be called a well-authenticated case of spontaneous combustion. As to the second case, or, as Mr. Winch has called it, the Oliphant-Mowbray case, the only authority for it is Mr. Oliphant's statement, not indeed that he saw it, but that he had heard of it. I think, therefore, that the company are fairly entitled to say, that apart from the "Great Queensland," there is no proof of any case of the spontaneous combustion of their powder. At the same time, after the report of Mr. Thistleton, that Mr. Hunt's powder had ignited at a temperature of 110°, we venture to think that the igniting of that very impure powder could be only a question of time and of the occurrence of favourable conditions.

Secondly, as to the tests employed by Mr. Thistleton to assure himself of the purity of the powder.

As I have already said, the powder shipped on board the "Great Queensland" was a portion of that which had been originally manufactured by Mr. Hunt, and which had been remade by Mr. Thistleton, and it was the first with which Mr. Thistleton had to deal upon going to the works. Mr. Winch has said that "new brooms sweep clean," but that depends very much whether the person in whose hands the broom is knows how to use it. We have seen that Mr. Thistleton when he first went to the company's works had had very little experience of nitro-compounds; he had only once tested it himself, and had twice seen it tested by Professor Gardiner. It becomes therefore very important to inquire what were the tests applied by Mr. Thistleton with a view to ascertain the purity of the powder.

It seems that in 1871 a specification containing certain tests was drawn up at the War Office for the purpose of governing the supply of a quantity of gun-cotton then about to be received from a private manufacturer. The directions therein laid down for applying the heat test, or, as it has been called throughout these proceedings, the acid vapour test, was to take four grains of the material and to place them in a glass test-tube, the lower end of which was to be immersed in an oil bath heated to a temperature of 115° Fahrenheit; the temperature was then to be gradually raised and the condition was that not the slightest effect should be produced on the test paper suspended in the test-tube at any temperature below 190°. There was also a second heat test which directed that the temperature should be raised to 320° Fahrenheit, and that no nitrous fumes should be given off under that temperature. There was also a third heat test, or, as it is called, the explosion test, in which only one grain was to be used, and it was not to explode under a temperature of 343° Fahrenheit.

Owing, however, to the very unsatisfactory results produced by the second and third heat tests, the nitrous fumes and explosion tests, fresh instructions were issued in 1873 omitting these two tests, and directing that in the application of the first heat or acid vapour test 20 grains of the material should be taken, and a steady temperature of 150° Fahrenheit be maintained without producing the slightest effect upon test paper before the full expiration of 10 minutes.

The difference was that in the instructions of 1871 four grains only were to be used, and the temperature was to be raised from 115° to 190° without showing the slightest trace on the test paper, whereas in the instructions of 1873 twenty grains were to be used, and the heat was to be maintained at a steady temperature of 150° for 10 minutes.

Such then being the authorised tests for ascertaining whether the powder was pure or not, let us see what tests were employed by Mr. Thistleton. It seems that when Mr. Thistleton first went to the company's works he knew nothing whatever of the tests of either 1871 or 1873, nor does it appear that he ever at any time during his residence there used either of them to ascertain the purity of the material.

The tests which he did employ were tests furnished to him, as he at first told us from a private source, but which afterwards proved to be Professor Gardiner of the Polytechnic, and they directed him in applying the heat test to take one grain, and to raise the temperature from 110° to 150°. He told us indeed that he ordinarily took three or four grains, and raised the temperature usually to 160° or even 170° Fahrenheit, and watched to see that no change was produced on the test paper under 10 minutes.

Now there is a very important difference in the way in which the acid vapour test was applied by Mr. Thistleton from what is laid down in the instructions either of 1871 or of 1873. By the instructions of 1871 four grains are to be used, and the temperature is to be raised from 150° to 190°; by the instructions of 1873 twenty grains are to be taken and to be exposed for 10 minutes to a temperature of 150°. When the temperature was to be raised to 190° the smaller quantity of four grains was considered sufficient, but when it was only to be raised to a temperature of 150°, twenty grains were deemed necessary. On the other hand, Mr. Thistleton took the smaller quantity of three or four grains, and only raised the temperature to 150° or 160° Fahrenheit. And we are assured by Dr. Dupré that there would be a great difference in the time required to affect the test paper at a temperature of 150°, if only four grains were employed, from what it would be if twenty grains were used.

Mr. Winch was, we think, hardly justified in charging Dr. Dupré with inconsistency, because he said that the quantity of the material used would make no appreciable difference in the experiment, for it is clear that Dr. Dupré was then speaking of the difference between twenty and fifty grains and not as between four and twenty grains.

But apart from the quantity of the material used and the temperature to which it should be raised, it is obvious that the success of the experiment must in a great measure depend upon two things, first, the dryness of the powder or pulp; second, by the sensitiveness of the test paper. If the material is damp or the test paper not sensitive, the acid vapour test will require a longer time to show itself.

And first, as regards the amount of moisture. It will be seen on reference to the instructions of 1873 what care is required to be taken in preparing samples in order to remove any moisture, how the material has to be rubbed up very finely with the hands, and then exposed for 15 minutes in a paper tray to a temperature of 120° Fahrenheit. This is preliminary to the heat test of 150° being applied. But no such precautions seem to have been taken by Mr. Thistleton, and we have had laid before us the results of various experiments made by Dr. Dupré, showing the much longer time required to produce the acid vapour test when the material contains moisture, though it is not even damp to the touch, than when it has been properly dried.

As regards, too, the test paper, it seems that Mr. Thistleton used to prepare his own; that he purchased the starch which he used for the purpose in the village, and that the iodide of potassium was sent down to him into the country by, I believe, Dr. Gardiner, but where it was purchased he could not say.

Now to use for so delicate an experiment starch purchased in a small country village in Wales, even though it might go by the name of Colman's Best Starch, without as it would seem, ever taking the precaution to wash it, and iodide of potassium, without knowing where it came from, and without testing its purity, does not appear to us to be evidence of very great care. Indeed, we are rather disposed to think from Mr. Thistleton's evidence that he was not so fully aware at that time of the great importance of testing this dangerous compound at every process of its manufacture, for in answer to Mr. Winch's question, whether it required a person of high scientific attainments to apply these tests, he answered "No; I should say not, only one with ordinary care." Mr. Thistleton seems to have relied principally upon the explosion test, which has been found to be practically useless, and was therefore omitted from the tests of 1873; and when he applied the acid vapour test he was not sufficiently careful to satisfy himself of the purity of the materials which he employed. We are therefore not very much surprised to find that he passed powder as pure which when subjected to Dr. Dupré's more careful analysis was found to contain a dangerous amount of impurities.

Thirdly, as to the evidence of the chemists which has been produced by the company to prove, notwithstanding Dr. Dupré's analysis, that their powder was pure.

First, then, we have Mr. Wigner, who tested four samples of this powder in September 1875. What quantity of the material Mr. Wigner used in his experiments, whether one grain, four grains, or 20 grains, does not anywhere appear. I presume, however, from his having subjected it to the explosion test, that he only used one grain. At any rate, the only tests he mentions are those of the first appearance of the red fumes, and the explosion test, both of which, as I have already stated, are so very uncertain in their results that they have been omitted from the instructions of 1873. But even Mr. Wigner states that the samples submitted to him were in a state of decomposition, one of them so much so that even if rewashed it would be quite unfit for use.

Next we have Mr. George Hunter, the company's present chemist, but he was obliged to admit that Mr. Thistleton's powder was impure, or at all events, powder given to him by Major Butler, the manager, as having been made by Mr. Thistleton.

Thirdly, we have Dr. Alder Wright, the lecturer on chemistry at St. Mary's Hospital, who in April last, and whilst these proceedings were going on, analysed two samples of the powder for the company. We are told this was Mr. Heron's powder, but whatever powder it was Dr. Alder Wright's analysis showed that they both contained a dangerous quantity of impurities, the first showing 3·30 per cent. of matter soluble in alcohol, or as he described it, of resinous matter and of coagulated and dried sap, the second as much as 4·20 per cent. These impurities Dr. Alder Wright stated (thus confirming Dr. Dupré, Mr. Thistleton, and others in this respect) could not be removed by any amount of washing in cold water, but only by being boiled in caustic soda before being subjected to the action of the acids. And he was bound to admit that 3·30 per cent. and much more 4·20 per cent. of matter soluble in alcohol was a dangerous amount of impurity, pure powder not containing above 2 per cent.

It is true that in applying the acid vapour test Dr. Alder Wright did not obtain the indications on the test paper so quickly as might have been expected, considering the large amount of impurity which the samples contained, but this may perhaps be accounted for by two circumstances. In the first place, the samples instead of being perfectly dry when they were experimented on, contained the first 13·90 per cent. of moisture, and was "decidedly damp to the touch," the other contained 4·50 per cent. of moisture, and this would of course make a great difference in the time required to prove the test. Secondly, the test paper used by Dr. Alder Wright in his experiments was from some cause or other much less sensitive than it should have been; not so sensitive, it seems, as Negretti and Zambra's by about one-half. When, too, Dr. Alder Wright tells us that he had never had any experience in testing this class of explosives, the nitro-compounds, before he was asked by the company to test these two samples of their powder, one can easily understand why he should not have obtained the acid vapour test from specimens of this powder so quickly as Dr. Dupré, who has had so large and varied an experience in these matters.

Lastly, we have Professor Gardiner, of the Royal Polytechnic Institution, who appears to have analysed a sample of the wood powder in November 1875. It certainly would have been more satisfactory if we had had Professor Gardiner before us, as he would then have explained where he obtained the tests which he furnished to Mr. Thistleton to enable him to judge of the purity of the wood powder; where the iodide of potassium was procured which was supplied to Mr. Thistleton to prepare his test paper, and why he recommended in his report of June 1876 that the process of steeping, beating, washing and drying the wood pulp before it was dipped in the acids should be discontinued. Dr. Alder Wright was produced by the company, and it is a matter of some surprise to us that Professor Gardiner, who seems in one way or another to have had a good deal to do with the company, and who was employed by them in May 1876 to visit and report upon their works at Glyn Ceiriog, and to advise them as to the mode of improving their system of manufacture; it is, I say, a matter of some surprise to us that he was not called. However, there is sufficient in Professor Gardiner's analysis of the sample which was submitted to him in November 1875 to show us, although he seems not to have been aware of

of it himself, that it was dangerously impure. In speaking of Professor Gardiner's report, Dr. Dupré says, "There are two very serious questions connected with that report. First "of all he gives the material as containing 3·5 per cent. of matter soluble in water, organic "matter," and he thus goes on, "the washed material should of course contain nothing "soluble in water of organic matter. I should say good washed material. This "can therefore arise only from two causes, either the material could not have been washed, "or very imperfectly washed, or since it had been washed, it must have undergone "decomposition. In either case of course it would be a dangerous impurity. Secondly, "he finds it slightly acid from the presence of a trace of sulphuric acid. This also shows "that it cannot have been well washed, and that is perhaps the most dangerous impurity "that could be present. In fact the material would be almost absolutely certain to "decompose spontaneously, and it of course ought never to have left the works."

One point yet remains to be noticed, which was urged by Mr. Winch as a proof that at any rate the pulp which they used in the manufacture of their powder was pure.

We were all at first under the impression that the company had been in the habit of purchasing the wood and reducing it into pulp themselves. But when Mr. Hunt came to be examined it turned out that this was a mistake, for that the company had no machinery for the purpose, and bought the pulp ready prepared. Mr. Hunt told us that except a small quantity purchased at first starting from a Mr. McNicol the whole of the pulp which the company used had come from Sweden, and was known as Swedish pulp. He said that he had bought about 30 tons of it, of which only a portion was used up whilst he was there, and it was proved on the evidence of Mr. Thistleton and others that none other had been used at the works.

Now in proof of the purity of this pulp Mr. Winch produced a certificate given by Dr. Dupré in September 1876, in which it was said that the sample of pulp which had been submitted to him for analysis was "free from any trace of oil or grease and contained only "a trace of some resinous matter;" it went on to say, "it is free from any admixture which "might render it liable to spontaneous ignition, even should it be kept for some length of "time at the temperature of boiling water." Undoubtedly this certificate would have gone far to establish the purity of the pulp if the sample submitted to Dr. Dupré for analysis had been a specimen of that used at the works, but on examining Dr. Dupré's certificate more carefully, I find it stated that the sample was said to be bamboo fibre, and as bamboo is not generally supposed to grow in large quantities in Sweden it is pretty clear that this was not the Swedish pulp from which the company had been in the habit of manufacturing their powder. It may be that at that time the company had begun to entertain some suspicion that the pulp which they were using was not quite so pure as it ought to have been, and had obtained this specimen of pulp made out of bamboo fibre and sent it to Dr. Dupré to obtain his opinion as to whether it could be relied upon; but at all events, Dr. Dupré's certificate of September 1876, affords no proof whatever that the Swedish pulp used by the company in the manufacture of their powder was pure cellulose.

All indeed that we know of this Swedish pulp is from Mr. Hunt, who told us that he had bought it for the company, and that he knew that it was properly prepared; but how Mr. Hunt, not being a chemist, and without having had it tested, could know whether the pulp had been properly prepared, and whether it had been "boiled for six hours in a suitable boiler, at a pressure of from 200 to 300 pounds to the square inch, in a strong "solution of caustic soda or alkali," in accordance with the terms of the specification, we are somewhat at a loss to understand. He might be able to say whether or not it had been boiled in soda or alkali, but he could hardly know whether it had been boiled for the proper time at the requisite pressure, so as to extract the whole of the sap and mineral salts from the wood without testing it, and that he never did.

We were much struck with an expression which fell from Mr. Thistleton, when he was asked from what wood the pulp was made, and his answer was, that he believed from pieces which he had found in it, that it was pine wood. Now, if Mr. Thistleton could find pieces in it from which he was led to believe that the wood was originally pine, the pulp must have been but imperfectly reduced, and would therefore have contained a large admixture of saps and mineral salts. And as no steps were taken beyond washing in cold water either by Mr. Hunt or by Mr. Thistleton to remove these impurities, it is obvious that the impurities would have remained in it, and thus perhaps we may account for the principal portion of the impurities which we find in the powder.

One other source of impurity, however, in Mr. Hunt's powder, is to be found in the fact, that the vessels which contained the acid in which the pulp was steeped, were only cleaned out once a day, and that perhaps as many as 25 batches of pulp were dipped in the same acid, merely adding from time to time more acid. If then anyone of the 25 batches contained impurities which might be taken up by the acid, they might easily be conveyed to all the batches subsequently dipped in the same vessel, not a very safe mode of proceeding when there was no one on the works qualified to test the material at any stage of its process.

We have now, we think, examined carefully every point that has been urged on behalf of the company, and whilst giving them every credit for the way in which they have conducted themselves before the Court, and the readiness which they have shown to give us every information, however damaging to themselves, we cannot acquit them of gross and culpable negligence in manufacturing and issuing this powder to the public. That a company of honourable men should have been formed to manufacture an explosive five times

more powerful than common gunpowder, and that they should not have taken the most ordinary precautions to insure its purity, is to us utterly inconceivable; had the article been perfectly harmless, their conduct would have been inexcusable, but when it is so destructive a material as a nitro-compound, such negligence becomes almost criminal. It may be, as the company now appear to contend, that Mr. Hunt was grossly incompetent for his duties; it may be that Mr. Thistleton was not a thoroughly competent chemist, it may be that Mr. Oliphant was an adventurer. But who appointed them? It appears to us that the company can no more shift the responsibility upon these gentlemen than they can upon the workmen employed at the works. It happens very fortunately that the powder was not so popular with the public as the company wished for. We have been told by Mr. Lambert, that besides one ton shipped in July 1875, on board the "Thomasina McLellan," one ton in September of the same year, on board the "Lammermoor," 17 cwt. in November following in the "Duvalislaire," and the two tons in the "Great Queensland," and a small parcel sent to Genoa, only about 15 tons have been issued to customers in this country, making altogether about 20 tons manufactured. It is to this circumstance, probably, that we owe it that other equally serious disasters have not occurred.

And now let us inquire whether in forwarding these two tons of powder for shipment on board the "Great Queensland," the company took the steps which the law prescribes, so that those through whose hands it passed should know the nature of the article with which they were dealing.

The Act which applies to the subject is the "Explosives Act, 1875," which came into operation on the 1st of January 1876. By the 39th section of that Act, incorporating the provisions of section 33, paragraph 7, it is enacted that, "On the outermost package there shall be affixed in conspicuous characters by means of a brand, or securely attached label or other mark," words denoting the kind of explosive which the package contains. It becomes, therefore, important to ascertain what is the particular class or description of explosive to which this wood powder belongs.

By the 106th section of the Act, it is provided that it should "be lawful for Her Majesty, by Order in Council, to define, for the purposes of the Act, the composition, quality, and character of any explosive, and to classify explosives." Accordingly, on the 5th of August 1875, an Order in Council was passed, dividing explosives into seven classes, Class III. being the nitro-compound class, and Class VI. the ammunition class. And there was a clause in the Order in Council in these words, that "When an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls."

It would seem that in their first consignments to Australia, and before the Explosive Act, 1875, came into operation, the company was not in the habit of marking its packages, for we have been told by Mr. James, the lighterman, that he went to Mr. Lambert and complained of it. But in December 1875, a stencil plate was procured, by means of which they were enabled to print on the outside of the package the words "Gunpowder," "Explosive Patent Gunpowder Company, Limited." As, however, it was probably thought that this would not be a compliance with the Act as not defining the particular class of explosive to which the powder belonged, the company ordered cards to be printed, with the words "Explosive Wood Gunpowder." "Nitro-Compound, Division 2," at the top, and at the bottom the description and address of the company. At that time, then, the company appears to have been of opinion that their powder belonged to Class III., the nitro-compound class, which it no doubt did, but they seem to have overlooked the clause in the Order in Council that, "When an explosive falls within the description of more than one class, it should be deemed to belong exclusively to the latest of the classes within the description of which it falls," and as their powder was made up into cartridges it would more properly belong to Class VI., the ammunition class. Accordingly fresh cards were printed, with the words "Explosive Safety Cartridges, Ammunition Division No. 1," thus placing it as a safety cartridge under the first division of Class VI. When, however, it was afterwards discovered that it belonged properly as a blasting cartridge to the Second Division of Class VI., the company, instead of having the cards reprinted, had a little slip of paper, with the words "Blasting Cartridges containing Wood Powder, Ammunition Division 2," printed on it in red letters, with the intention that this slip should be pasted over the words "Safety Cartridges, Ammunition Division No. 1," before the cards were affixed to the packages.

Owing to the utter confusion which seems to have prevailed at the works at the time when the two tons were sent off for shipment on board the "Great Queensland," it has been quite impossible for us to discover whether any, and if so, what mark or label was put on the outside of the packages, whether it was marked with the stencil plate, or whether the first or second printed cards were affixed to them, or whether the little slip of paper, with the words in red ink, was pasted on the cards or not. In justice, however, to the company, it should be stated that the delivery order, signed by the mate, has been brought in, and in it the packages are described as "183 boxes of Blasting Cartridges." Now, the words "Blasting Cartridges" occur only on the little slip of paper in red ink, intended to be pasted over the second card; it is, therefore, reasonable to conclude that there were affixed on the outside of these cases, cards with the little slip of paper in red ink pasted over it. So that the cases would be marked on the outside with the words, "Explosive Blasting Cartridges containing Wood Powder, Ammunition Division 2,"

which

which would be a correct description of the contents. So far, therefore, the company would not be to blame.

Let us now proceed to inquire what blame, if any, attaches to Messrs. Taylor, Bethell, and Roberts, the owners of the "Great Queensland," with reference to either the shipment or the stowage of this powder.

Mr. Charles Bethell, the partner who undertook all the freight arrangements of the firm, has told us that when he was asked in the latter end of July 1876 to convey two tons of what he was told was patent safety powder in the "Great Queensland," he went to the office of the company and saw Mr. Lambert, the secretary, on the subject, and was informed by that gentleman that their powder was safer than ordinary gunpowder, that it would only ignite by the actual application of a spark or flame, and that even then it would not explode, but would simply burn away, and that they had already shipped it through other large London brokers. Thereupon Mr. Bethell, thinking that he had done all that was required of him in the matter, and believing, as we are convinced he did, that the powder was properly safe, arranged to take it. Whether Mr. Bethell ought not to have obtained somewhat better evidence than the mere statement of the secretary of the company as to the nature of the powder may be a question. No doubt if he had found, as the mate of the vessel did, that the cases were marked on the outside with the words "Blasting Cartridges," he would have hesitated to put them into the same compartment at any rate with 30 tons of gunpowder on board a ship carrying 33 passengers and a crew of 36 hands all told.

I may here observe, that this vessel having fewer than 50 passengers, and less than one statute adult to every 33 tons of the vessel's tonnage, would not come within the provisions of the Passengers' Acts, and in carrying this powder on board she would therefore not be infringing those statutes.

But it was contended by the counsel for the Board of Trade that she had violated the Explosive Act of 1875, or rather by certain byelaws made under the authority of that Act, and which passed the seal of the Conservators of the River Thames on the 24th of January 1876, and were sanctioned by the Board of Trade on the 26th of the same month.

Objection, however, was taken by Mr. Butt to the validity of these bye-laws. It was not denied that the Conservators of the River Thames were a harbour authority within the meaning of the Act, but it was contended that the bye-laws had not been duly published. We must, therefore, first inquire whether these bye-laws are, or are not, binding.

Now the 34th section of the Act provides that "Every harbour authority shall, with the sanction of the Board of Trade, make bye-laws for regulating the conveyance, loading, and unloading of gunpowder and explosives within the jurisdiction of the said authority, and in particular for declaring or regulating all or any of the following matters;" and then follow a number of sub-sections stating the matters in respects of which a harbour authority may exercise jurisdiction, and amongst others is one in these words, "Providing for the publication and supply of copies of the bye-laws."

It was said that, the Legislature having left it to each harbour authority to direct the mode in which the publication and supply of its bye-laws should be made, no publication thereof would be valid which had not been made in the manner prescribed by the Act; that is to say, by a bye-law sanctioned by the Board of Trade. I confess, however, that I do not so read the Act. All that I understand the Act to mean is, that the harbour authority is to have power to prescribe the mode in which the bye-laws shall be published, if they shall think fit to exercise it, but it does not make it obligatory upon the harbour authority to exercise that power any more than any of the other powers conferred by the same section; it may exercise "all or any of them," but if it chooses not to exercise it in all, it does not make the exercise of it in some invalid. If the bye-laws are silent as to the mode of their publication, the validity of their publication would depend upon the fact of whether proper steps had been taken to make them known to those whom they would affect, and whether opportunities had been afforded to those persons of knowing of their existence, as to which I shall presently speak.

A further objection, however, was taken to their validity under the 38th section of the Act, which provides that "The bye-laws framed by any railway company, canal company, or harbour authority under this Act shall, before being sanctioned by the Board of Trade, be published in such manner as may be directed by the Board of Trade, with a notice of the intention of such company or authority to apply for the confirmation thereof, and may be sanctioned by the Board of Trade with or without any omission, addition, or alteration, or may be disallowed."

It seems that an advertisement was inserted in the "Shipping Gazette" of October 6th 1875, giving notice that the conservators intended to apply to the Board of Trade for the confirmation of certain bye-laws, which are there set out at length, and stating that they would receive objections thereto for one calendar month from the date of the notice. The bye-laws which were afterwards sanctioned by the Board of Trade differed in many important particulars from those inserted in the "Shipping Gazette" of October 1875, and it was therefore contended that there had not been a compliance with the statute, the bye-laws which were sanctioned not having been previously published.

Here however, again, I am unable to agree with the learned counsel. The Act says that "the bye-laws framed" by the harbour authority shall be published, and that they may afterwards "be sanctioned by the Board of Trade with or without any omission,

"addition, or alteration." The Act does not say that the bye-laws which the Board of Trade sanction are to be published, but that the bye-laws framed by the harbour authority are to be published, and may after that be sanctioned by the Board of Trade with such alterations as they may think proper to make therein. I shall therefore hold that there has been a strict compliance with the terms of the Act of Parliament, the bye-laws published in the "Gazette" of the 6th of October being the bye-laws which were framed by the conservators, and which, with certain alterations, were afterwards sanctioned by the Board of Trade.

Whilst, however, I think that these objections are not well founded, I am of opinion that there is something in the remark which was made by Mr. Clarkson that a bye-law is not like an Act of Parliament, of which everybody has notice the moment it comes into operation, or the moment it has passed, but that those who make them are bound to take reasonable precautions in order that they should be known to those whom they are intended to affect. Let us see then what steps were taken by the conservators to make these bye-laws generally known, and whether in fact the owners of the "Great Queensland" themselves must not be considered as having had full knowledge of their existence.

On the first of these two points we have had the evidence of Captain Jenkins, the harbour-master of the Thames, and of Captain Edward Burstal, the secretary of the Thames Conservancy Board. From these gentlemen we learn that as soon as these bye-laws had been sanctioned by the Board of Trade, directions were given by the conservators to have them printed in various forms; and advertisements were inserted in the "Times" of the 24th of February 1876, and in the "Shipping Gazette" of the 23rd of the same month, stating that bye-laws made by the "Conservators of the Thames under the provisions of the Explosives Act, 1875, for the regulation of the carriage of explosives in the river Thames and its tributaries, have received the sanction of the Board of Trade," and that "copies of them might be had on application to the office." The printing, as I have said, was in various forms, amongst others in the form of a small blue book and in that of a placard or fly-sheet, and specimens of each were handed in. Captain Jenkins told us that copies thereof were publicly exhibited at the Thames Conservancy Office, in Trinity-square, at the Harbour-master's Office, as well as at the Sea and River Pilots' Offices at Gravesend. Captain Burstal also informed us that he sent several of the little blue books to the various gunpowder makers and dealers, to 30 or 40 of them, as well as to the gunpowder lightermen, and that he must have distributed as many as 300 or 400 copies. After this it can hardly be doubted that from the days when the advertisements appeared in the "Times" and "Shipping Gazette," and when all persons were informed that copies thereof could be obtained at the Thames Conservancy Office, the bye-laws were duly published.

But the case does not rest here so far as the owners of the "Great Queensland" are concerned. In the earlier part of the proceedings both Mr. Taylor and Mr. Bethell positively denied having had any knowledge of these bye-laws, but at the close of the evidence Mr. Bethell was re-called, and he was then obliged to admit that he had called upon Major Majendie on the 5th of April 1876, relative to an application which had been made to him to carry a small quantity of dynamite with gunpowder. In the course of that conversation he appears to have produced a copy of the bye-laws in question which he had then recently obtained at the Thames Conservancy Office, and asked Major Majendie whether, having regard to the 49th bye-law, he would be at liberty to carry dynamite in the same ship with gunpowder. According to Mr. Bethell, Major Majendie then informed him that he could not explain the bye-law in question, but told him to consult his legal adviser on the subject. In justice to Mr. Bethell I should add that he thereupon determined to refuse the dynamite. It is obvious, however, that Mr. Bethell has no right after this to plead ignorance of these bye-laws, for he seems to have procured a copy of them from the Conservancy Office, and to have consulted Major Majendie as to the proper interpretation of one of the bye-laws which, as will presently be seen, has a very important relation to the case of the "Great Queensland." Something was said in regard to certain alterations which had been made in some of the bye-laws in November 1876, but as this was long subsequent to the sailing of the "Great Queensland" they can have no bearing upon the present case.

The bye-laws of January 1876 then being, in our opinion, valid, and Mr. Bethell affected with full knowledge of their existence, let us see how they bear upon the case of the "Great Queensland."

The bye-laws are divided into four parts. Part I. provides general regulations for ships and boats carrying all classes of explosives. Part II. relates to certain classes of explosives as defined by the Order in Council of the 5th of August 1875. Part III. to other classes of explosives as defined in the same order. Part IV. is general and does not apply to this case.

Now the first section to which our attention was called was Bye-law 38, the marginal note to which is "explosive and cargo to be kept separate," and the words of the section are as follows: "In any ship carrying a greater quantity than 300 lbs. of explosive for the ship's own use, and in boats carrying explosive, due precautions shall be taken by means of a bulkhead or partition or otherwise, and by careful stowing to secure the explosive carried from being brought into contact with or endangered by any other article or substance conveyed in such ship or boat which is liable to cause fire or explosion."

It will be seen that this bye-law imposes no obligation on the shipowner to construct a separate compartment for the stowage of explosives, or even to separate it from the rest of the cargo by bulkheads or planks; all that it says is that "due precautions shall be taken by means of a bulkhead or otherwise, and by careful stowing, to secure the explosive carried from being brought into contact with or endangered by any other article or substance conveyed in such ship or boat which is liable to cause fire or explosion." We have already described very fully the way in which the compartment or space in which the explosives were stowed in the "Great Queensland" was constructed, and it is impossible to say that there has in this respect been any violation of the bye-laws. True it is that we are very strongly of opinion that wherever any large quantity of explosives are carried in a ship, they ought to be placed in a separate compartment cut off by bulkheads from the rest of the cargo; but the bye-law imposes no such obligation upon the shipowner, and we have it on the authority of Captain Jenkins that, considering the way in which vessels were at that time generally stowed, the compartment on board the "Great Queensland" was fairly constructed. That appears to be the purport of his evidence.

The next bye-law to which our attention was called is the first under Part II., and is Bye-law 41. It is in these words: "No ship shall have on board more than 20 lbs. of the above-named explosives when in the river above Blackwall." Amongst the explosives thus referred to is ammunition made with the explosives belonging to Class I. or II., that is to say, with gunpowder or nitrate mixture. Now it was admitted that the "Great Queensland" had shipped a large quantity of percussion-caps in the East India Docks. This then was, in our opinion, a direct violation of the bye-law in question.

The next bye-law which she is said to have violated is under the same Part II., and is numbered Bye-law 49. It is in these words: "Ships shall not carry more than 1,000 lbs. of the explosives, to which this part refers, at the same time with any of the explosives enumerated in Part III.," and then follows a provision with respect to naphtha, paraffin, &c., which has no reference to this case.

Now Part II. relates to Class I., Gunpowder, of which this vessel had 30 tons on board; and Part III. relates to Class III., Nitro-compounds, and to Class VI., Ammunition made from Nitro-compounds, to one or both of which these two tons of wood-powder undoubtedly belonged. It is clear, therefore, that in carrying this patent wood-powder, not only in the same ship but in the same compartment with 30 tons of ordinary black gunpowder, the owners have violated Bye-law 49; and if, as we have reason to think, there were affixed to the outside of the cases cards with the words "Explosive Blasting Cartridges containing Wood Powder, Ammunition Division 2," their conduct admits of no excuse, for very little inquiry would have told them that these cases contained an article which they were prohibited from carrying in the same ship with more than 1,000 lbs. of gunpowder. In this respect, therefore, the owners are to blame.

There remains Bye-law 51, to which our attention has also been called. It is under Part III., and is in these words: "Previous to the arrival or departure of any ship laden wholly or in part with any explosive of the above-named classes, notice shall be given by the consignee, broker, or agent to the harbour-master at his office at Gravesend; and in the case of an explosive imported from abroad, for which in virtue of section 40, sub-section 9, of 'The Explosives Act, 1875,' an importation license is required, the consignee, broker, or agent, shall be bound to satisfy the harbour-master, by the production of his license or otherwise, that the importation of the explosive in question is duly authorised."

And first, it is clear that as the "Great Queensland" did take in some of the explosives to which this bye-law refers, notice of the fact ought to have been given before the departure of the ship, "by the consignee, broker, or agent, to the harbour-master at his office at Gravesend." Unfortunately, the bye-law does not say whether the notice is to be given by the broker or agent of the ship, or by the broker or agent of the goods. If, indeed, we look at the last portion of the bye-law, where it says that the "consignee, broker, or agent, shall be bound to satisfy the harbour-master, by the production of his license or otherwise, that the importation of the explosive in question is duly authorised," we should be disposed to think that the words must mean the consignee, broker, or agent, of the goods, these being the only persons who would have any license for the purpose. On the other hand, it rests with the shipbroker to receive or not, as they may think fit, any goods that may be tendered to them for shipment; it is for them to obtain the clearances, and it would therefore appear to be for them to give notice to the harbour-master, previous to the departure of the ship, of the presence on board of any of these explosives. It is a duty which, in our opinion, would naturally devolve upon them. And as Messrs. Taylor, Bethell, and Roberts were not only the owners but also the brokers for the ship, they ought, in our opinion, to have given notice to the harbour-master, previous to the departure of the ship, that these explosives were on board. The wording of the section is, however, ambiguous, and it might be well that an early opportunity should be taken to amend it, so as to make it quite clear upon whom the responsibility to give the notice really rests.

The conclusion then to which we have come is, that the loss of this fine vessel with all on board was in all probability due to the spontaneous combustion of the two tons of wood-powder which she had on board, and that the ignition of the powder was caused by the impure state in which it was, when it was shipped, and for which the Patent Gunpowder Company are alone to blame. The fact that it was stowed in the same compartment

ment or space with 30 tons of ordinary black gunpowder, in our opinion, made very little difference, for the wood-powder being in tightly-closed cases, and in so large a mass, would probably have exploded if the heat had risen to ignition-point, and in that case would have been quite sufficient, even without the 30 tons of black gunpowder, to have blown the vessel all to pieces. At the same time we think that it was an act of great negligence on the part of the shipowners, Messrs. Taylor, Bethell, and Roberts, and a direct violation of Bye-law 49, to stow these two descriptions of explosives not only in the same ship, but in the same compartment.

When it was that this accident, if accident it can be called, occurred no human being can say; it would depend upon a variety of circumstances, such as the heat of the weather, and the more or less advanced state of decomposition in which the powder was when shipped. In all probability, however, it did not take place until the ship was well on her voyage past Cape Finisterre; otherwise it might reasonably have been expected that more of the wreckage than two lifebuoys and one bow or stern-board would have been washed ashore on the coasts of this country; the further, too, that she had got out into the middle of the ocean the less chance would there be that the catastrophe would have been witnessed by any passing ship.

It is not for us to say what the consequences of our decision may be, and what the liabilities to which the respective parties have exposed themselves. Our duty is simply to ascertain, as far as we have been able, the probable causes which have led to the loss of this vessel, with a view to the prevention of so terrible a catastrophe in future.

Mr. Paterson.] I presume, Sir, that the question as to costs has been more particularly considered, and is in the minds of the Court, and I am instructed by the Board of Trade to say that they wish the whole question on that subject to be left in your hands; they do not wish to suggest any pressure in any way. If the Court thinks that any order as to costs should be made, although the Board do not press for it, they would like to be heard if any order is made against them.

The Commissioner.] I understand you to say that the Board do not ask for costs?

Mr. Paterson.] Yes, Sir. The Board of Trade would probably have taken a different view of the matter had it been possible to arrive at any distinct conclusion, or if the Court had been able to say distinctly that in their judgment such and such a thing had happened; but as there is an element of doubt, they think they had better not suggest any pressure as to costs.

The Commissioner.] Does anyone appear here to represent Mr. Butt, who appeared for the owners of the vessel?

Mr. Stubbs.] Yes, Sir. I am here to represent Mr. Butt, and I wish just to say this, that at first when you began to deliver your judgment my desire was to ask for costs, but after the opinion you have in the latter part of your judgment expressed we should certainly not do so. At the same time I may say that we should have a strong objection to costs being given against us.

The Commissioner.] Is there anyone present who represents the Patent Wood Gunpowder Company?

Mr. Phillpot.] I am solicitor for the company, Sir, and after what has fallen from the Court I certainly shall not ask for costs.

Mr. Israel Davis.] In your judgment, Sir, you have spoken of two sets of parties who have been guilty of great negligence, but the Court has not decided upon the question how far they are to be considered liable to other parties; but the negligence of those different sets of people has led others, my clients included, to expense, and under those circumstances I submit to the Court that it would be only fair that we should be recouped for the expense that the negligence of certain persons has thrown upon us. Of course it may be said that we have derived a benefit from this investigation, as we shall derive an advantage from it in any investigation that may take place elsewhere. Of course that may be so, but it may nevertheless occur, that in consequence of the long time which had elapsed between the loss of the ship and the date when this inquiry was commenced, which was of course inevitable (for there must always be a long time elapse after a ship has been destroyed by an explosion at sea), but in consequence of that long delay it may be that we shall be deprived of any remedy, because, as the Court is aware, there is a limit of six months to actions for damages for the deaths of persons under Lord Campbell's Act, and we have really been put to great expense. I think it is six months, and twelve months have expired; but, at any rate, we have been put to great expense in appearing here. We were naturally interested in the circumstances which caused the death of Mrs. Loader, and we may really be robbed of any compensation for her death. I think it is a subject which deserves the serious consideration of the Court, whether they would not be marking the sense which the Court entertains of the criminal culpability of at least one set of persons if they were to make some order as to costs.

The Commissioner.] From whom do you ask for costs?

Mr. Israel Davis.] I think the gunpowder company.

The

The *Commissioner*.] I suppose Mr. Reed on behalf of the gun-cotton company does not ask for costs?

Mr. *Brown*.] I appear, Sir, for Mr. Reed, and we do not ask for costs, finding your decision against us.

The *Commissioner*.] I think that it is the duty of the Court to say that they will give no costs to either party. The Board of Trade do not ask for costs, the gunpowder company, of course, do not ask for them, and the shipowners are not entitled to their costs. Mr. Reed, on behalf of the gun-cotton company, does not ask for costs. The parties who have been represented by Mr. Israel Davis in these proceedings will, as he has justly said, derive such an advantage as our decision may give them; what advantage that may be we know not, but, under the circumstances, we are of opinion that in this case no costs ought to be given.

(signed) *H. C. Rothery*,
Wreck Commissioner.

FINDING.

The Court, having carefully inquired into the circumstances of the above-mentioned shipping casualty, finds, for the reasons stated in the annexed judgment, that the loss of the said vessel, with all on board, was probably due to the spontaneous combustion of the two tons of wood-powder which she had on board, and that the ignition of the said powder was caused by the impure state in which it was when it was shipped, and for which the Patent Gunpowder Company are alone to blame; and that the owners of the said ship, Messrs. Taylor, Bethell, and Roberts, are also to blame for having, in violation of the 49th of the Thames Conservancy Byelaws, which were sanctioned by the Board of Trade on the 26th of January 1876, shipped the said two tons of wood-powder, which was a nitro-compound, in the same ship, and in the same space or compartment with about 30 tons of ordinary black powder.

The Court is also of opinion that there should be no costs of this investigation.

Dated this 21st day of July 1877.

(signed) *H. C. Rothery*, Wreck Commissioner.

We concur in the above report.

(signed) *C. W. Younghusband*, Col. R. A.,
R. Ashmore Powell,
Henry Jones, } Assessors.

MERCHANT SHIPPING (CASUALTIES).
(THE "GREAT QUEENSLAND.")

COPY of REPORT upon the formal INVESTIGATION
held before the Wreck Commissioner into the
supposed Loss of the BRITISH SAILING SHIP
"GREAT QUEENSLAND," of London.

(Mr. Edward Stanhope.)

*Ordered, by The House of Commons, to be Printed,
10 August 1877.*

408.

Under 3 oz.

RETURN to an Order of the Honourable The House of Commons,
dated 15 February 1877 ;—for,

COPY “of REPORT and EVIDENCE made to the President of the Board of
Trade arising out of the INQUIRY recently held by Commander *Prowse*, R.N.,
into the LOSS of LIFE from SHIPWRECK at or near *Wick*.”

Board of Trade, }
8 March 1877. }

T. H. FARRER.

(*Mr. Pender.*)

Ordered, by The House of Commons, to be Printed,
12 March 1877.

COPY of REPORT and EVIDENCE made to the President of the Board of Trade arising out of the INQUIRY recently held by Commander *Prowse*, R.N., into the LOSS of LIFE from SHIPWRECK at or near *Wick*.

R E P O R T.

REPORT of an Inquiry held at *Wick*, by Commander *James F. Prowse*, R.N., Inspector General of Life Saving Apparatus, into the Loss of Life at and near *Wick* during the year 1876, more especially on the occasion of the WRECK of the GERMAN VESSEL "*EMILIE*," on 23rd December 1876.

To the Assistant Secretary, Marine Department, Board of Trade,
Whitehall, London.

Sir,

I HAVE the honour to inform you that in compliance with your instructions of the 16th January, forwarded to me at Aberdeen, appointing me Inspector and directing me to proceed to *Wick* and hold an inquiry as to—

“Whether the loss of life which occurred at the wreck of the ‘*Emilie*,’ as well as on other occasions of wrecks, might have been prevented by arrangements for ensuring better co-operation on the spot; and whether it is advisable that a life-saving station should be established, at or near *Wick*, by the Board of Trade.”

I arrived at *Wick* on the night of Sunday, 21st January, and on the next day made myself acquainted with the locality, called on the Provost, and asked for the use of the town hall, which was most readily granted. The following morning I opened the inquiry, and caused my appointment as Inspector to be read, as also the sections of the Merchant Shipping Act of 1854, relating thereto.

At the request of the Provost and others concerned, I adjourned the inquiry until the next day, for the attendance of witnesses, when I commenced to take evidence on oath, and continued to do so each day until the 29th January, when, considering I had sufficient evidence to make my report, I closed the inquiry.

The first part relates to 3rd August, when John Douglas, a fisherman, lost his life from his boat striking against the south side of the south pier. Several other boats were coming into the harbour at the same time, and this was not the only casualty that occurred, although fortunately the only fatal one.

There appears to have been no want of appliances for saving life, so far as heaving lines and life buoys were concerned, and there were plenty of willing hands on the piers ready to render assistance. The rocket apparatus could not have been made available, nor could the lifeboat have been launched in time; but it would always be a wise precaution during the summer months to keep her afloat, so that she might be quickly manned in case of emergency; but in this case there would probably not have been time to man her, and even if there was, it is doubtful if she could have rendered any service.

I consider this to have been one of the unfortunate casualties which must occasionally occur in a large maritime population, and that no blame is attributable to any one.

With regard to the capsizing of a boat in Wick Bay, which was towed in on the same day by the "Pet" tug, there is no evidence to show how the accident occurred; but it was probably during the previous night.

In this case no blame could possibly be attached to any one.

As to the casualty that happened in the inner harbour, it appears the boat was left some little distance off the quay, with one man who was lame. The others forming the crew had difficulty in landing, and he must have attempted to do so afterwards and fallen overboard. It was suggested that if there had been lights on the inner quay this fatal accident might have been prevented; but I am not prepared to state that lights are absolutely necessary, and it is impossible for the officials to guard against every accident.

I have now to report with reference to the loss of life that took place on the 23rd of December 1876, when not only the whole crew (save one) of the German schooner "Emilie" lost their lives, but also four out of nine volunteers who nobly attempted to rescue them from their stranded vessel.

At daybreak a schooner was observed ashore on Ackergill Sands. Mr. Duff Dunbar, of Ackergill Tower, and the fishermen from his village, were soon on the spot, and a boat belonging to him was dragged by horses to the scene of the wreck, and shortly after launched and manned; they succeeded in getting close under the bows of the vessel, and there is no doubt that at this time if the crew had only thrown them a line, they would all have been saved, as there was then no great danger. They evidently thought so, for instead of taking this opportunity of saving themselves they were seen from the shore quietly lashing up their chests, probably thinking that not only their lives were safe, but their effects also.

Three times this same boat put off, and in consequence of the wind and sea increasing the risk to those who manned her, and the danger to the stranded crew, became greater, although even then the latter did not appear to realise their perilous position.

In the meanwhile Mr. Dunbar had written a hurried note in pencil to Admiral Rutherford, the agent and harbour master of the British Fisheries Society, asking for "any material such as is required," and saying, "no great danger for crew, as far as I can see." Upon receiving this about 9 a.m., the Admiral proceeded in a conveyance towards Keiss and met the rocket apparatus which he had sent to a wreck there the evening before, in charge of Allan McLeod, at the bridge of Wester, and finding there was only one rocket left, he sent McLeod back to Wick for a fresh supply, and proceeded with the apparatus to the wreck at Ackergill.

In a short time McLeod returned with the rockets, and several were fired before communication was effected, and the whip and hawser hauled off, when, from some unexplained cause, the tail of the whip block came adrift.

Mr. Dunbar then took upon himself to break open Mr. Hogarth's salmon house, and a coble was brought from it, and shortly after manned by a volunteer crew, and hauled out by the hawser; they took in three of the crew of the vessel, but in trying to return to the shore she was unfortunately swamped, and only five out of the 12 were saved. There is no doubt this was owing to the coble being dangerously overloaded, even before it left the shore, as four men would have been ample for the service.

At this time two men were known to be left on the wreck, and Mr. Gunn, the receiver of wreck, proposed to send for the Board of Trade life-saving apparatus from Scarfs Kerry, a distance of 18 miles, but having no means of doing so, Mr. Dunbar kindly sent his servant off on horseback, and the volunteer company lost no time in obeying the summons, for within seven hours after receiving the intelligence they were on the spot with their apparatus.

They deserve great praise for the prompt manner in which they turned out, considering they had to travel in the depth of a winter's night in a gale of wind with blinding storms of sleet and snow, the women assisting the men for the first two miles in dragging the apparatus until horses were procured, but unfortunately they arrived too late.

With this exception, after the accident to the coble, nothing further seems to have been done, and the immense crowd gradually dispersed; two Custom House officers were, however, left to guard the wreck, and a few men, principally belonging to Ackergill, remained.

At Mr. Dunbar's suggestion a watch was set, carriage lamps, &c., brought from the tower, and a tar barrel from the fishing village.

About 9 p.m. the only survivor came on shore by the hawser, and narrowly escaped with his life, as he was quite exhausted, and there would not have been a soul left had not an Ackergill fisherman, named Flett, dashed into the surf and saved him.

I think that when Admiral Rutherford received Mr. Duff Dunbar's note in the morning, and knowing the rocket apparatus belonging to the British Fisheries Society was away at Keiss, and there was no other available, he should immediately have sent the lifeboat.

After the rocket apparatus had established communication he, no doubt, thought it was then unnecessary, but about 2 p.m., when the tail of the whip block parted, and, as he says, "as far as the rocket apparatus went, we were helpless." I think he should have taken command on the beach, and most certainly have sent for the lifeboat, as the knowledge of her being on the way would in all probability have prevented men risking their lives in the coble, and he should not have allowed them to put off in her without life jackets, which could have been readily procured in about three quarters of an hour from the lifeboat-house.

It also appears from the evidence that, after the accident had occurred to the coble and the men were drowned, there was ample time to send the lifeboat by land to try and rescue the two remaining men.

The lifeboat has never been out for exercise since she was built in about 1869, and only twice used for service; the last time was about four or five years since.

There is no regular crew; this may be a difficulty, as they would be composed of fishermen who might be at sea when they were required, but she should have been taken out for exercise once a quarter, or at least twice a year.

When, after the inquiry, I requested that she should be launched, there was no difficulty in doing so, as she was first tried in the harbour, then taken back into the boat-house, and again launched into the river, and on both occasions this was quickly done; she was, however, leaky, which is not surprising considering the length of time since she had been in the water. I do not consider the lifeboat-house is in a good position, but it must be remembered that the Service Bridge has been constructed since that was built. I think the best place would now be inside the breakwater.

The rocket apparatus is one of Dennet's; it has been there a long time, and is not fitted with the modern appliances, but is generally in good order.

Although during many years it has only been exercised three times, and there is no volunteer company trained to its use, yet on the two occasions when it was required for service, in December last, it worked fairly well and effected communication.

At the wreck of the "Emilie" much valuable time was lost in hauling off the hawser unnecessarily, as the whip only should have been used under the circumstances, for even if the tail of the whip block had carried away, or come adrift, as it did, another rocket line could have been thrown over the vessel, and the spare tail block with which they were provided attached to the whip, and again hauled off; this would have prevented the chance of its becoming hopelessly fouled with the hawser (as was the case), and in all probability the crew would have been landed. This was, no doubt, owing to the want of knowledge on the part of the men as to the working of the apparatus.

The only man who appears to have known anything about it was Allan McLeod, who deserves great credit for his exertions, although in this case they were not attended with success.

It has been stated by Mr. Sinclair that one of the rocket lines was rotten, but in this I think he was mistaken, and probably the part of the line he saw and handled had been burnt by the back fire of one of the rockets, through not being properly wetted.

It does not seem quite clear that the British Fisheries Society are bound to provide a lifeboat and rocket apparatus to be used outside the limits of the harbour, but Admiral Rutherford says that he should certainly send either within a reasonable distance if required.

The danger signals are not as perfect as they might be. I think they should be repeated from the signal staff of Pulteney House, as there could then be no excuse for not seeing them, and the rule for one pilot to be on the look-out by day and night more strictly enforced.

In conclusion, I would suggest that the Board of Trade should establish a life-saving apparatus on the Pulteney Town side of the harbour. The house could be built on Admiralty ground near the Naval Reserve battery, and placed under the care of Mr. J. Jerrome, Chief Officer of Coast Guard, who is in charge; and I think for this important duty the Admiralty should be asked to allow him to remain at Wick all the year round, instead of about eight months as at present.

A good volunteer company could easily be enrolled.

A lifeboat should be placed in Sinclair Bay. A sum of about 400*l.* has already been subscribed for this purpose, and a further amount would no doubt be forthcoming if the National Lifeboat Institution should decide on establishing one there.

In accordance with your telegram of 26th January, I forward a separate report to the Harbour Department as to damage done by recent storms to the inner harbour at Wick.

It will be seen by the large amount of evidence that this inquiry has been no ordinary one, and the crowded state of the court daily testified to the deep interest taken by the inhabitants.

I beg to enclose the evidence in writing, and all other documents connected with the inquiry.

I have, &c.
(signed) *Jas. F. Prowse,*
Commander, R.N., Inspector.

6 February 1877.

At Wick, and within the Town and County Hall there, the 23rd day of January 1877, in presence of Commander James Ferris Prowse, R.N., specially empowered by the Board of Trade to inquire regarding the Loss of Life at Wick, referred to, in a Commission from the Board of Trade, dated the 16th January instant.

THE meeting was opened by the reading of the said Commission, and of the sections of the Act of Parliament relating to such inquiries, and the powers of the Commissioners under the same.

Thereafter Provost Rae introduced Mr. W. P. Smith, solicitor, who appeared on behalf of the Wick Chamber of Commerce. Mr. G. M. Sutherland, solicitor, who appeared on behalf of the Town Council of Wick, and Mr. John M. Sutherland, who appeared on behalf of parties present at a recent public meeting at Wick, and these gentlemen intimated their intention to lead evidence. Mr. McLennan appeared as Law Agent for the British Fisheries Society.

It was proposed, and being unanimously considered expedient, Commander Prowse resolved to adjourn the inquiry till 11 o'clock to morrow forenoon, at which time he appointed the leading of evidence to commence with the examination of Mr. Allan McLeod, Pilot, Pultneytown.

Jas. F. Prowse, Inspector.

E V I D E N C E.

24th January 1877.

ALLAN MCLEOD, Pilot in Pultneytown, solemnly sworn, deposes:

I HAVE been connected with the lifeboat for the last 25 years, and have been coxswain for 16; that is the lifeboat at Pultney Harbour. There have been three boats during that time; this one has been here seven years and is just that age, but has not been exercised during that time but has been twice out on service; twice at Ackergill. One time saved a crew and the other time came back, not having found the boat we went to look for. I think this was about five years ago. She was then in a sound condition. She is now in good condition and in working order. I think she can be launched, under all circumstances, by night or day. If she had been launched the night the "Emilie" was lost she could not possibly have got out of the harbour. There was originally, some 20 years ago, a regular crew paid by the British Fishery Society, but they broke up about 19 years ago. We can always rely upon getting a volunteer crew, and a volunteer crew was got when the regular crew refused service. I know that in August last one man, named John Douglas, was drowned; they could not have launched the lifeboat and reached the spot before the man was drowned. The equipment of the boat is complete. I have been in charge of the rocket apparatus for about 25 years, but I am not paid. I understand the working of the apparatus. It was exercised about 18 months ago by Admiral Rutherford. At that time there was not a regular company, but one has been formed within the last few weeks. Fourteen men. It was exercised before that about seven or eight years ago. I don't know that any exercise has taken place except once or twice in Captain Tudor's time. The last time it was out for service was on Friday, the 2nd December last, when it was taken to Keiss by two horses. There were three pilots with me and Mr. Jerrome and three or four of his men. The rocket-frame was set up and a rocket fired over the vessel. The second one was successful, but they took no notice of the line. The vessel was the "Au Revoir" of Riga. They bent a hawser to the rocket line and the people hauled ashore, and three men were landed by this means. There was nothing further done till daylight in the morning. About daylight some men waded through the surf and kept the crew on board until it was safe for them to land. All the crew were saved. One line was cut by the rocks, and the rest of the gear was in good order on this occasion. There were no cork jackets attached to the apparatus. We had five or six corks complete with staffs. We left Keiss the morning to return to Wick, and met Admiral Rutherford about five miles from there on his way to Keiss. He said there was a vessel ashore at Ackergill, and the apparatus would be wanted there. I went back with Mr. Jerrome

for more rockets, and the rocket cart went on towards Ackergill, Admiral Rutherford being with it. I returned immediately, and was at Ackergill within an hour. The rocket-frame was set up, and about the fourth rocket went over the vessel, and the whip was hauled off and the hawser bent and sent on board. I had charge of the apparatus at this time, assisted by three of the Pultney Harbour pilots. Admiral Rutherford was present. After the breeches buoy was ready to haul out, the whip came away from the mast-head, but from what cause I don't know. The hawser was then set up for a short time. A coble was then manned, containing about nine men, and hauled off. She was about 20 or 25 feet over all, but I am not certain of this. The boat was overloaded; I think four men would have been sufficient, and besides this there was a bight of a rope over the hawser which appeared to be fast to the boat, and it must have been fast as we could not haul it ashore after it was capsized. This rope being round the hawser was dangerous in my opinion. They took three men off, and the boat was being hauled back to the shore stern first by a rope, but before she touched the ground she filled and capsized, but she could not be got on shore for a considerable time owing to a round turn of the rope round the hawser; and seven out of the 12 men were drowned, the rest being rescued by people on shore. I believe the boat was overloaded and capsized in consequence. If the apparatus had been supplied with cork jackets they might have been of great assistance, as they would have given men confidence to enter the water. The breeches buoy had been cut away by people in the coble. Some of the crew remained on board, and I left at dark. Ackergill is about four miles by road to the northward of Wick. I cannot give any further information.

Cross-examined by Mr. G. M. Sutherland.

The lifeboat was in good condition on 23rd December last. There may be five or six keys to the lifeboat house. I was in the lifeboat house almost every week, seeing that everything was right, and when I saw anything wrong it was put right. I am not certain whether it was possible to take the lifeboat to Ackergill by land on the 23rd December; she is too broad to cross the Service Bridge, the only bridge at present, and the passage of the river would have been a most difficult job. The bridge would allow the carriage to pass. At the time I crossed the Service Bridge for the rockets I do not consider that the boat could have been taken across the river above the bridge. I think the lifeboat might have been taken across the river below the Service Bridge. I saw no attempt made. I have spoken to several parties to become members of the lifeboat

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crew in former years, but I can't remember the names at this moment. In fact there has been no crew at all for 19 years, except the regular coxswain, but I repeat that we never had a difficulty in getting volunteers, but I have only had occasion to call on them twice during the last seven years. John Douglas was drowned near the South Quay end, the distance from the lifeboat house was from a quarter to half a mile; the storm began about midnight and increased towards morning, the wind blowing from the S.S.E., which produces a very heavy sea, but there was not much sea in the entrance to Pulteney Harbour. There were from 200 to 400 boats out that night, but the weather did not keep the rest in. I think there are about 500 or 600 boats fishing from the port. Some of the boats returned that night and some next morning. Rough weather compelled those to return that came latterly. There were no preparations whatever made by us to take the lifeboat out that morning, as the weather was not considered sufficiently bad by us. There was no sea to hurt any boat at the quay ends. Another boat struck the quay and was holed and was taken into the harbour, and sank about half-an-hour before Douglas's boat struck. There were other boats in the bay riding at anchor behind the breakwater. One boat came in safely afterwards. Three or four of Douglas's crew were taken off by a small pilot-boat, about 14 or 15 feet of keel. The danger signals were hoisted about an hour before Douglas came in. There were two or three 30-fathom life lines on the South Quay end and two life buoys, but I cannot say whether there were any on the north side, but I know they are provided. There were also life buoys with lines attached, and one was thrown to Douglas, but it did not reach him. Douglas was in the water about 14 or 15 yards from the outer end of the south quay. He was not in the water over 10 minutes. I saw that Douglas had at least part of his sea clothing on. I believe the lifeboat house is in the best position that can be had in the port.

This boat has never been taken out of Wick Bay; when she was used she was taken by land. Admiral Rutherford told me to take a look at the rocket apparatus, as I was coming and going to the shed, and keep it in order, and I did keep it in order. I had no power to take the rocket apparatus out of the shed without his knowledge. On two occasions, while the rocket apparatus was out, it was under my charge by special directions. There were no tally-boards attached, and we never had any. I did not see any line broken except from being cut. Had the lifeboat been at Ackergill Sands she could have safely gone to the vessel, and probably the crew would have been saved. So far as I saw nothing further was done, as soon after dark I returned to Wick.

WILLIAM BRUCE, Senior, of Staxigoe; Examined by Mr. G. M. Sutherland.

W. Bruce.

I AM 39 years of age, and went to sea in 1854 as an apprentice. I was present when the "Emilie" was lost on the 23rd of last month. I was one of the crew of nine in the coble on that occasion; five of us were saved and four drowned that attempted to save the crew of the vessel. Had a lifeboat been there she could easily have gone out to the schooner without any

The rockets and lines have not been renewed for the last seven or eight years, but they have never been used so as to wet them till on that occasion.

Cross-examined by Mr. William Paterson Smith.

If the life jackets belonging to the lifeboat had been taken to Ackergill they would probably have been of great use in saving life. I am aware that Captain Tudor caused the jackets to be taken to Ackergill some years ago without the lifeboat to rescue the crew of a vessel in distress. The crew of the vessel were rescued by a boat belonging to the steam-packet company on that occasion, and the crew who manned her wore the jackets. After Douglas's boat capsized on the 23rd of August the sea got worse for a short time.

Cross-examined by Mr. McLennan.

On the morning Douglas was drowned the breakwater afforded sufficient shelter under lee for all the boats, and there was nothing to prevent Douglas, who was skipper of the boat, taking advantage of its shelter. The fishermen generally understand the danger signals from the look-out house. The danger which these signals give token of lies at the harbour entrance. The boat broached-to on the South Quay Head, and then fell back and sank, and I saw one man on shore, and I saw Douglas for a short time after the boat went off the pier head. The boat came in against the signals. I think the rocket apparatus would have been of no use on this occasion and I would not, as coxswain of the lifeboat, have endangered the lifeboat in the entrance to the harbour, on account of boats running in from the sea upon that morning. A lifeboat was not needed for any vessel that chose to take shelter under the breakwater. For a number of years past I have had duties at the South Quay Head to keep the entrance clear and prevent boats fouling in going in and out, and also to give such assistance as I could to boats requiring it; the said morning I discharged my said duties and helped several boats within the pier heads. I was not want of lines or ropes that prevented saving Douglas but the violence of the wind prevented them reaching him.

Cross-examined by Mr. Nimmo.

On the 23rd December no one asked me the use of the lifeboat, or any of its appurtenances, or suggested the use of same. This is true as I shall answer to God.

(signed) Allan McLeod

danger to the lives of crew, in my opinion. I hold the same opinion as regards the crew of the vessel. If they had possessed life jackets they would all have come ashore, both the boat's crew and the men from the vessel. There was nothing wrong with the block of the whip, which rendered it useless. The coble went out bickering to the hawser as a messenger to keep her end

to the sea. I saw William Bruce, junior, cut the whip; we had to cut it away to allow the boat to go on; I saw about a foot of the tail hanging to the block; we never saw it again.

Cross-examined by Mr. *McLennan*.

A fag-end as if the rope had been carried away, not cut.

Cross-examined by Mr. *Nimmo*.

The general cry was, "Where is the lifeboat?" But I did not ask any of the officials for the use of the lifeboat, the jackets, or anything connected with it, but I thought it should have been there. The general cry for the lifeboat was about two or three o'clock, before the coble went out; I cannot say whether this cry was aloud so that it could have been heard by the officials.

Examined by Captain *Prowse*.

I consider that there were two men too many; they were forced to jump in when the coble got into deep water. I know very little of the use of the rocket apparatus, but I have seen it used on one occasion at exercise, and if the tail of whip-block had not been carried away from some cause or other, I believe it would have saved life, as I considered it in splendid working order. The whip appeared to be a good new rope, about a 2-inch rope. The coble would not have been able to get off to the ship without the hawser, which was already fast. I thought when I saw the whip fast the men would have been saved by the rocket apparatus. I did not hear any cries for the lifeboat before the whip parted.

(signed) *William Bruce, Senior*.

W. Bruce.

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ALEXANDER SUTHERLAND, Fish Curer, Pulteneytown; Examined by Mr. *Smith*.

I HAVE been a fisherman for a number of years before becoming a fish curer. The morning of the 3rd of August last was rough about six o'clock when I came out, and after that it got worse; between six and seven I went down to the point of the South Quay; the boats were commencing to come in from the shelter of the breakwater, and from the sea also; they were all making direct for the harbour. The sea at the entrance to the harbour was pretty rough and rather dangerous. I saw Bain's boat damaged in entering the harbour; it broached-to in consequence of the rough weather. I saw Douglas's boat coming in from the sea in about half-an-hour after; she struck on the back of the South Quay and capsized; I think two men jumped out when she struck the quay. When I first saw Douglas in the water he had a hold of the keel, but the sea struck the wreck and jerked

him off into the water; and he sank in about six minutes after; I was at this time on the parapet, near the extreme point; Douglas might be 50 or 60 feet off the end of the quay. I saw two or three lines thrown towards the sinking man, chiefly from the platform of the quay. The reason the lines did not reach was because, as the people were saying, they were too thick to throw the distance. I saw a line thrown from the back of the quay; it was about the thickness of a "back-rope," and I thought it too thick. I think the lifeboat might have been brought out on this occasion. In my opinion, why the boats began to run from the breakwater to the harbour was that they would not be safe at the breakwater much longer. I do not think the place where the lifeboat is kept is a suitable one in an emergency.

*Alexander
Sutherland.*

At this stage Commander Prowse adjourned the Inquiry till to-morrow morning, at Eleven o'clock.

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ALEXANDER SUTHERLAND; Cross-examined by Mr. *McLennan*.

It was a little after six o'clock that the first boat left the shelter of the breakwater. It is a common thing for boats waiting for the tide to take the shelter of the breakwater. Boats very often push their way in as soon as the tide permits, and that morning I know perfectly well that they did so. No one said to me that it was for want of inadequate shelter that the boats were running, but I thought so myself. They were a little later that morning because there was a surge at the entrance. A score of boats came in safely. The wind was blowing across the line in which the ropes were thrown, and, in my opinion, a lighter rope than those that were used would carry further than the thick ropes I saw used. I saw a life buoy thrown to Douglas which fell close to him. I did not notice who

threw the life buoy, and did not see Allan McLeod there. There was a dangerous sea round the point of the breakwater, and a heavy sea outside the bay.

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Cross-examined by Mr. *Nimmo*.

I did not look to see whether the danger signals were hoisted. Douglas came into the harbour about seven o'clock.

Cross-examined by Mr. *George M. Sutherland*.

The most part of the boats remain at the breakwater when they have no fish; that is the case in fine weather; when the weather is rough they all fly from the breakwater to the harbour

or

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or to the river. After Douglas came in there were about 40 or 50 boats under the breakwater. He was lying a wee bit under the lee side of the wreck. I saw a Norwegian in a pram going out of the harbour; I believe he was by himself, to try to save people from the wreck; I can't say that I saw him get hold of anyone; the pram was from 10 to 12 feet in length. I saw a pilot boat going out, but did not see who was in her. I think the lifeboat would have been the best of the three. The life buoy thrown was two sticks crossed, with cork on the ends, and not a round

life buoy. The life buoy was thrown about 30 feet.

Cross-examined by Captain *Prowse*.

I can't say whether the life buoy thrown would have saved a man or not. I did not volunteer to go out in the lifeboat. I said at the time she ought to be there to some of the crowd.

(signed) *Alexander Sutherland.*

Mr. WILLIAM GUNN, Collector of Customs and Receiver of Wreck, Wick.

Mr.
W. Gunn.

THE rocket stations at Scarbster and Scarfskerry are under my orders; I have nothing to do with the British Fisheries Society's lifeboat or rocket apparatus at Wick. I know nothing with reference to the loss of life in August last, as I was not present. I was not present at the wreck at Kiess on 22nd December last, but had an officer there named Robert Mather. I was there on the morning of the 23rd of December, and went from there to Ackergill, having heard that the "Emilie" was ashore. I arrived there when the coble was going off to the ship, which I think was between two and three o'clock p.m. I saw the boat either swamp or capsize; I can't say which; I saw all that were in the boat in the sea. I saw the cart of the life-saving apparatus belonging to the British Fisheries Society on the beach when I arrived. It was not used in my presence. I have been six years receiver of wreck at Wick. The district of the port extends from Rhu Stoer, on the west of Sutherlandshire, to Bonar Bridge, on the south-east of the same county. I am told there is a lifeboat at Wick belonging to the British Fisheries Society, but I never saw it. I saw the rocket apparatus on the quay in December last, it was in the early part of December, before the wreck of "Emilie." I did not examine it, as I had no authority to do so; I think if it had been exercised, or the lifeboat launched, I should have heard of it. There are four out-door officers under me. I never suggested to the British Fisheries Society, or anyone else, that the lifeboat should be exercised; I had no authority to do so. I think I sent for the rocket apparatus at Scarfskerry, about 4 p.m., on the 23rd December; Mr. Duff Dunbar's servant went for it on horseback; the distance is about 18 miles; it arrived about 1 a.m. next morning.

At this time Alexander Mowat, Officer of Customs, was left in charge of the wreck. The Scarfskerry life-saving apparatus is in excellent working order, and regularly exercised; it belongs to the Board of Trade and has a volunteer company of about 22 men, who are always at hand. I know of no case where loss of life has occurred for want of life-saving apparatus, at or near Wick.

Cross-examined by Mr. *J. M. Sutherland.*

My knowledge extends only to the past six years. There is no apparatus belonging to the Board of Trade here, as I suppose the one under the British Fisheries Society is considered sufficient. I cannot say whether the lifeboat house is in a suitable position, but if nearer the breakwater it might be more suitable.

Cross-examined by Mr. *G. M. Sutherland.*

All vessels entering the harbour come on the south side. I think there is the greater danger as to loss of life on the south side, as it is frequented by the greater number of vessels and boats. If the boat was placed at the breakwater I think she could be launched in 10 or 15 minutes, but I have no knowledge of the working of lifeboats. If there had been a lifeboat there I think she could have gone off. I did not say anything to Admiral Rutherford on Ackergill Sands about the lifeboat, but I did about the Scarfskerry life-saving apparatus, as I thought it would be more suitable. It was nine hours from the time the messenger left till the apparatus arrived from Scarfskerry.

Cross-examined by Mr. *McLennan.*

I am aware that in December last the sea cut off communication between the breakwater and the harbour below the cliff, and swept away the road.

Examined by Captain *Prowse*.

If she had been where I said was a good place, I don't think she could be launched during the late gale.

Cross-examined by Mr. *Smith.*

Access did remain above the cliff. There is room for a lifeboat house inside the breakwater where the excavations have taken place.

(signed) *Wm. Gunn.*

Mr. JAMES SINCLAIR, Watchmaker, and Meteorological Reporter;
Examined by Mr. *J. M. Sutherland.*

Mr.
J. Sinclair.

I HAVE been five or six years meteorological reporter, and as such I have to take daily observations as to the condition of the weather. There are two barometers under my charge, one in my shop and the other in my dwelling-house;

there is also one near the Service Bridge under my charge, open to the public. I was at Pulteneytown Harbour between 5 and 6 a.m. of the 3rd of August last. It was then blowing a strong breeze, force 8, from the S.E., sufficient

to be dangerous to boats. At 11 p.m. on the 2nd August the force of the wind was 6. The height of the sea was 7 at 8 o'clock in the morning. Barometer 29.2; the tide was commencing to flow when I arrived on the spot in the morning. A good many boats were at that time lying within the shelter of the breakwater. In about a quarter of an hour after my arrival, I observed one boat making for the harbour from between the harbour and the breakwater. I did not think it dangerous then, but it was so shortly afterwards. I saw Allan McLeod and David Shearer, a harbour official, on the south quay-head. A great many boats had run for the harbour during the next half-hour at great risk. I asked Allan McLeod if the danger signals were up at the look-out. He said, no. Then I asked him, if it was not time they were up; he replied, it was past time. I suggested then to McLeod, he should get them hoisted; he said he was but a servant and it was not his duty. I said, I was no servant and I would make it my duty to see to the hoisting of the signals. McLeod said, I should go to Mr. Payne, deputy harbour-master. I went to Payne's house and woke him up, and asked him who I was to go to; he said it was not his duty, I must go to the pilots. I went in quest of the pilots to their look-out above the harbour, but found none anywhere. I then went to William McLeod's house; I believe he is master pilot. I repeated to him what I have already stated; he said it was not his duty, but he would see it done immediately. I then returned to the south quay about half-past six o'clock, and found Allan McLeod and David Shearer. The boats were then running for the harbour, and I never saw them making more hair-breadth escapes than about that time; I saw Douglas' boat making for the harbour; I was standing on the extreme point of the roadway at the south quay. When running, a heavy sea struck her and she ran on the top of the sea and broached on the south slope of the quay and stuck there. I saw Douglas in the water and coming to the surface more than once, and eventually he sank altogether; this would be about five or six minutes. In my opinion there was time to save his life with suitable appliances; the simplest forms would have been life-lines or life-buoys with lines attached long enough to reach. I saw lines thrown to Douglas which I examined and considered unsuitable because they were too large, and were the same ropes used for twisting the fishing boats into harbour. If a suitable line had been there I consider that it could have been easily thrown to Douglas from the top of the parapet, which could have been reached by the ladder in a few seconds. I saw a life-buoy thrown from the same position which reached within about three yards of him. The life-buoy was an ordinary round one. Another one made of a stick with two floats was thrown afterwards, but broke across the gunwale of the boat. There were several ropes thrown which fell short with the exception of one which was made fast to the boat. I saw a pram going out with two men in at first; one went into another boat, and went to the assistance of the wreck. If the lifeboat had been afloat with a crew she could have saved Douglas' life. I think the lifeboat ought to have been afloat on that morning owing to the threatening aspect of the weather. I was at sea in a fishing-boat when a boy; I was at

Ackergill at about noon on 23rd December last. I saw the rocket apparatus belonging to the British Fisheries Society there and the first rocket fired, which missed the vessel. I have no practical knowledge of the working of the apparatus, but believe it might be easily acquired. I saw Admiral Rutherford there; he said to me, if we had our big boat (by which I understood he meant the lifeboat) out here, it would be all right. I examined a rocket line which broke on its passage, and found it quite rotten. I pointed this out to Admiral Rutherford, who said nothing. When McLeod was attempting to put a barked line through the holes in the rocket-stick, someone offered him a white line, which he rejected, because he said it was rotten; it might have been the first line I saw. I saw a line go over the ship.

Cross-examined by Mr. G. M. Sutherland.

I examined one of the life-saving rockets after being fired, when it was taken ashore, attached to the line; it was burst at the side; I pointed this out to Admiral Rutherford. He remarked, we will get a fresh supply now. The rocket case was rusted away. I peeled a part of it, as I would peel a potato, with my thumbnail. I don't consider the lifeboat house in a suitable position; I think within the breakwater, a more suitable position. I think that the landward end of the south quay would be more suitable than at present. On the day the "Emilie" was lost the lifeboat might have been taken across the river with ease from 8 to 10 a.m., or I believe at any time during the day.

Cross-examined by Mr. McLennan.

The bridge is too narrow; I would take her down the slope, and between the piers of the bridge with or without the carriage. There is a space of 21 feet between the arches; this, when the tide was out. From half-tide to half-tide, there was a considerable surf below the bridge in those days of December, and during these hours, I think the lifeboat could be easily taken across the river above the bridge. I once helped to take a boat across the part of the river called the Odd, to rescue a crew in a storm, and I thus know something about taking boats across the river. I know there was no freshet down the river on the 23rd of December last by the reading of the thermometer at Wick, and there was only an inch and one-tenth of rainfall for the previous ten days. I have no instruments for gauging the force of wind or height of wave. I am not aware there is an instrument for ascertaining force of wind at any place in Scotland, except Aberdeen. It was about half-past seven, or twenty minutes to eight, when Douglas' boat approached the harbour, and I think she came from the sea by her course. At this time there was a great concourse of people on the quay, and I know that the crowd to some extent impeded the people who were working the lines. I assisted in keeping the people back from pressing on Allan McLeod. Allan McLeod did all on that morning that he could possibly do to save life and property. He threw his line with great precision and saved several boats from imminent danger. While Douglas' boat hung on the slope, I saw a rope thrown to it; it was the rope McLeod was using which was handed up to the parapet. I

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Mr. J. Sinclair. saw the rope thrown, but I don't know whether it reached or not. There was no need for McLeod to ascend the parapet to throw the ropes. I think it would be only right on a morning such as this to have the lifeboat manned and ready

afloat, particularly during the fishing season. William McLeod, pilot, was in the boat that rescued Douglas' crew.

(signed) James Sinclair.

At this stage, Commander Prowse adjourned the inquiry till to-morrow morning at Eleven o'clock.

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Mr. JAMES SINCLAIR; Cross-examined by Mr. McLennan.

WITH reference to what I have said as to the propriety of having the lifeboat afloat on such a morning as the 3rd of August, I think it would be right to keep the lifeboat afloat when the danger signals were hoisted on all occasions when fishing boats are out. In my opinion, the lifeboat is a good one. I remained on Ackergill Sands till after the men were rescued from the coble, and arrived home shortly before 4 o'clock. When communication was made with the "Emilie," I had every confidence that the crew would be saved. It was before this Admiral Rutherford spoke to me about the big boat. I made no suggestion to him, for in my opinion, at first when I went there, the coble would have been sufficient to rescue the crew. There would have been risk with the coble, but none with the lifeboat, and I was one with a great many others who suggested the use of the coble. I know that there generally lies at Ackergill a large and safe passenger boat belonging to the steamboat company. I do not know whether it was there on 23rd December. I did not inquire or think about it on that day.

never saw Admiral Rutherford near the coble. Had there been an organised crew for the lifeboat, there was sufficient time, after the accident to the coble, to have sent the lifeboat from the harbour to save the remainder of the crew of the "Emilie." I believe, with the difficulty of getting it across the river, it would not take more than one-hour-and-a-half. The steamer's passenger boat usually lies about three-quarters of a mile distant from the scene of the wreck; she is a heavy boat, but there were men enough to carry her, though she was as heavy again. She was a better boat than the coble, but not so good as the lifeboat. Mr. Mitchell, chief constable, was on the beach all the time I was there, and rendered very efficient service as far as his nautical knowledge enabled him to do, and was very anxious to do all that he possibly could. On the 3rd of August, the men on Douglas' boat, at the entrance to the harbour, were there about a quarter of an hour or 20 minutes before they were taken off, and the men were in a very exhausted condition when they were taken off.

Cross-examined by Mr. Smith.

The "Emilie" was about 150 yards from the beach about 12 o'clock, when I went there first. I believe that none of the men who manned the coble would have been lost had they worn life-jackets, and probably the three men they attempted to rescue would have been saved. No one was taking any general charge on the sands on that day. I believe if there had been any person of authority in charge, only four or five men would have been allowed to go in the coble, and in that case all might have been saved. I

Examined by Captain Prowse.

There were two life buoys; what I meant by a handy line was one that a man could have jumped over with. I did see another boat on the beach on the 23rd December, to leeward of the wreck about 100 yards. I heard this boat had been used in the morning and failed to rescue the crew. The coble and this boat were about one length. I think there would always be a sufficient number of men connected with the sea to man the lifeboat when the fishing boats are out.

(signed) James Sinclair.

G. DUFF DUNBAR, Esquire, of Ackergill Tower:—Handed in a written statement dated the 26th of December, written to the procurator fiscal, which he read himself and is now attached. In answer to Captain Prowse, if he would offer any remarks or make any suggestions, said:—I believe that a sum of over 370 l. has already been promised towards getting a lifeboat. I hope that you as inspector will give us every assistance to have one placed here and select a suitable site for the same, and I should also like to see a rocket apparatus established in connexion with the lifeboat. I mean one distinct from the British Fisheries Society, who, I believe, are only bound to protect the harbour, and one that would be available for other parts of the coast. I did not consider myself authorised to make any suggestions to Admiral Rutherford or anybody else, not understanding nautical matters. I certainly made no suggestion about a lifeboat to him.

(signed) G. D. Dunbar.

See Appen-
dix A.

Admiral

Admiral GILBERT B. RUTHERFORD.

Admiral
G. B.
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I AM agent for the British Fisheries Society, and harbour master of Pulteney Harbour, Wick. I remember an occasion when loss of life occurred in the month of August last. The man lost his life, I think, about seven in the morning; I was not present; it was reported to me soon after eight that two boats in taking the entrance to the harbour had been stove and that one man was drowned; before I knew nothing about it and after there was nothing to be done. I will read you a list of the life lines and life buoys on the quays on that occasion; attached, I think, before the lifeboat could have been manned and launched, any men not within reach of the life lines must have been drowned; I also think that with the sea then running, if the lifeboat had gone out of the harbour, the sea would have caught her on her broadside before she had sufficient way, and thrown her on the end of the North Quay. Had she gone out from the Salmon Rock, I think that they must have ceased pulling to assist those boats on the end of the South Quay, and most likely the lifeboat would have been stove; I do not think a lifeboat is adapted for those sudden emergencies. I should never dream of throwing a rocket line over a drowning man. The coast of Great Britain is studded with rocket apparatuses; and I don't think on any occasion a drowning man has been saved by throwing a rocket line over him. It is often a matter of difficulty to get a rocket line over a vessel. The signals by day from the look-out tower when Wick Bay is considered dangerous by the pilot on the look-out, are three black balls hoisted on the flag staff. The pilot on duty will be held responsible that the danger signals are shown rather before than after the bay becomes unsafe. By night a green light is shown from a window in the tower or house, and the pilot on the look-out is responsible for the light being in proper order. On the evening of December 22nd, 1876, just as it was getting dark, William McLeod, the head pilot, informed me that a vessel was off the mouth of the bay very close in; I went out and could see her with difficulty, the weather being very thick and a furious gale blowing. I saw that she must inevitably come on shore I thought, and I said somewhere about Keiss. I immediately sent off the rocket apparatus in charge of Allan McLeod. Next morning, shortly after nine o'clock, a conveyance came to my door with a note from Mr. Duff Dunbar, of Hempriggs, which has been already read by Mr. Duff Dunbar himself. In that note Mr. Dunbar states, no great danger for crew as far as I can see. I huddled my clothes on, got into the conveyance with the object of intercepting the rocket apparatus on its return from Keiss. I had been told that the rocket apparatus had gone to Keiss. I met the rocket apparatus on its return at the bridge of Wester, about a mile and a quarter from Keiss. I found there was only one rocket left. I sent Allan McLeod back to Wick in a conveyance that had been sent for by Mr. Jerrome, the officer in command of the Royal Naval Reserve Battery, who had kindly volunteered his services, and which conveyance met the rocket apparatus at the same time as myself, for a fresh supply of rockets, directing at the same time the apparatus to proceed to the wreck, which I did myself. On

coming in sight of the vessel I saw a boat leaving her; this was about 10.30 a.m., I drove as near the beach as possible and then walked down. I met a man going back in the direction of the tower with boat's metal crutches in his hand, and I found the boat hauled up and I think turned bottom up. Shortly after this Mr. Dunbar came back from the tower and told me that the boat had been so close to the vessel as to have a line from her, but from some accident or other the line came adrift and the men in the boat returned ashore. After waiting a very considerable time, Allan McLeod returned with a fresh supply of rockets and two more rocket lines. As soon as possible we proceeded to effect a communication with the vessel. The first three or four rockets, I am not quite certain which, failed in doing so. One rocket burst on its way off, and on another occasion a run of the sea came in with a flowing tide and washed away the legs of the frame from their proper position at the instant of firing. When we did get a line over her it fell across the foremast head; from the position in which the ship was lying with respect to the wind it blew aft and hung outside her starboard quarter. It occasionally swung in close to the vessel, but the crew made no attempt to secure it. At last a man went to the masthead and instead of coming down with the rocket line in his hand, he wasted a great deal of time in trying to clear the rocket stick from the masthead. At last by signs and shouting made by several people, whom I cannot recollect, the crew were induced to haul off the whip; they seemed to understand the use of that, for a man went aloft and made the tail of the block fast round the mast, but unfortunately, as matters turned out, with a slippery hitch; we then proceeded to send off the hawser which, when it got on board, they made fast in the proper manner. In sending off the breeches the tail of the whip came adrift, and as far as the rocket apparatus went we were helpless. I think it was about two o'clock. After this, Mr. Dunbar sent to Mr. Hogarth's salmon house, and in course of time a coble came; she remained on the beach a short time with a considerable crowd of people round her. About that time I saw the pilots taking a pull of the tackle which sets up the hawser, and I went up on the brae to warn them not to carry the tackle away. On turning round, I saw the coble being launched and hauling off to the vessel by the hawser, to all appearance dangerously deep in the water through overloading with men. She got within a certain distance of the vessel. Three men came down the hawser into her which made her position still more dangerous, and about half-way back she filled. After that there was a general attempt to save the men. It appeared to me none of them could swim and the under-tow sucked them off. Nothing was afterwards done so far as I know. I left the beach about dusk, a cart with the remains of the gear coming in afterwards, the hawser and whip being left behind. From the state of the sea I think the coble with four oars would have brought back the crew in two trips. I took no charge and had nothing to do with it. I never thought of sending the lifeboat as the night was coming on dark and I don't think it was possible to have sent her. I think

when

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when the rocket apparatus was taken to Keiss there were six rockets. McLeod told me so. There were no tally boards. I think the apparatus was in good working order throughout. I have exercised it three times since I have been here, which I think is about 12 years. I think the last time was about two years ago when we took a man down from the look-out tower; the former exercises were similar. I think the lifeboat is in good order and well equipped. She is only about six or seven years old. There is no regular lifeboat's crew, but in case of emergency I trust to the paid coxswain and volunteers. I took her on one occasion to Ackergill, and there were far more volunteered than were wanted. There is this drawback in a paid crew, who would be all fishermen, that at the very time the boat was wanted the crew might be elsewhere. Mr. Jerrome, who, for many years had charge of lifeboats, told me some months ago that he never had a regular crew, but trusted to volunteers. It has not been customary to exercise the boat at stated periods. I can't recollect the last time she was out for exercise, but the last time she was out for service was on the occasion I spoke of, which was on a Sunday. I can get the date from the harbour log. She used at one time to be kept on the Salmon Rock during the summer fishing, but she was never required at that time, and has not been there for four or five years. I built the present lifeboat house, and put her there because I thought that a lifeboat going out into Wick Bay in a gale of wind, if it was at all possible to do so, should go out end on to the sea. She can be launched in the river close to the boat-house; and the men get a good hold of the boat before she met a heavy sea. I don't think it possible in such a sea

as comes into Wick Bay in a heavy gale to launch the lifeboat from the rocky beach, betwixt the south quay and the breakwater. It would be certain destruction, in my opinion, to send her out of the harbour in a heavy gale of wind, because she would be inevitably thrown on the back of the north quay. In my opinion I think the position of the lifeboat-house is as good a one as could be got for general purposes. The most advanced work of the harbour is the breakwater. If the lifeboat house was anywhere in that direction the road leading from the breakwater to the harbour is liable to be breached, and it would be impossible to bring the boat in, if wanted, to send her elsewhere. I consider that the rocket apparatus is in a good position. I think it is possible to get the boat across the river at all times of the tide in moderate weather; but during a heavy sea it might be impossible. When the new bridge is completed there will be no difficulty whatever. A service bridge has been built since the lifeboat house. The position of the lifeboat house has not been approved of by Government, that I know of. I am not bound to send the lifeboat and rocket apparatus outside the limits of Wick Harbour, but I would certainly take it on myself to send either within a reasonable distance if necessary; at the same time if I had the lifeboat and the rocket apparatus at a certain distance, such as Ackergill Bay, away from Wick, and a vessel in the meantime should run into Wick Bay, I should be unable to render her any assistance, and there would be a case for a public inquiry on the very opposite side of the question to this. There is a pilot always on duty night and day, whose duty it is to attend the danger signals.

(signed) *Gilbert B. Rutherford.*

At this stage Commander Prowse adjourned the inquiry till to-morrow morning at Eleven o'clock.

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Admiral GILBERT B. RUTHERFORD; Cross-examined by Mr. G. M. Sutherland.

I DIRECTED the lines to be measured, and it was reported to me by the deputy harbour master, after the accident in August last, that the length was as I stated. I think there is no harbour in Scotland so well provided with appliances for saving life than that of Wick. I caused inquiries to be made regarding the same appliances at Fraserburgh and Peterhead. The answer I got was, "The appliances for saving life belonging to the harbour authorities at Peterhead are few and simple; one circular lifebuoy, with 12 to 14 fathoms two-inch rope attached, at each pier-head, and one in the cut or canal between both harbours, five in all. At Fraserburgh matters are just the same; a single buoy and line at each pier-head." This evidence was obtained from Captain McDonald, of the fishery schooner "Vigilant." I know nothing personally of Fraserburgh or Peterhead. I have no personal knowledge of the life-saving appliances at any other port in Scotland. I heard of Douglas' death about eight o'clock the same morning. I saw the state of the sea after I went

down to the harbour. I had also seen the state of the bay from my windows about six o'clock that morning. When I looked out a large portion of the fleet was lying under the breakwater, and the bay had a very nasty sea in it. No orders were given to have the lifeboat ready. I think that a large boat like the lifeboat, instead of being of any use to the boats that were being hauled round the end of the quay by ropes, would, most likely, have been in difficulties herself. I don't know whether the danger signals can be seen under the lee of the breakwater. In selecting the site of the lifeboat house I did not take into consideration the 16th Section of the Harbour and Pier Clause Act of 1847. There was no application made to the Government for the approval of the site. When I came here 12 years ago, I found the rocket apparatus. I do not know whether it had been approved of before that time. The lifeboat shed stands on a part of the harbour. In a very heavy storm I don't think it possible for a lifeboat to get out into Wick Bay from any part of the beach. I think

think that in a moderate storm a lifeboat would have a better chance of going out from the mouth of the river; as I stated in my evidence yesterday, I do not consider the lifeboat house placed in the most advanced part of the harbour. You have called my attention to a report by Captain Washington, ordered to be printed by the House of Commons in 1849, and to a report in the Appendix thereto, No. 6, page 24, signed by Samuel Smith, Secretary, and D. Horne, Law Agent for the Society. I have no knowledge of ever having seen it, and there is no official copy in my office that I am aware of. I have no particular instructions, but I know my directors are anxious to send the boat to any reasonable distance for the purpose of saving life. No one suggested to me that the lifeboat should be used that day at Ackergill. I consider Ackergill a reasonable distance. I have heard it stated that I made some such reference about a big boat to Mr. Sinclair, watchmaker; I have no recollection of having done so, but if Mr. Sinclair stated that, I suppose I must. I saw Mr. Sinclair take up the end of a rocket line and break it. I think very likely the line had been burnt thereabout, because I examined the line yesterday morning and don't see anything amiss. If the lifeboat, or any decent boat, had been there they could certainly have rescued the crew of the "Emilie." Mr. Jerrome did not tell me if the lifeboats that he spoke of to me were under any corporation or voluntary association. What I mentioned yesterday in connection with the site of the lifeboat house for general purposes was, that it could be easily used at Ackergill Bay or the harbour.

Cross-examined by Mr. Smith.

When the tail of the block came adrift from the "Emilie," and when we were then helpless, so far as the rocket apparatus was concerned, it would then have been a proper thing to do to send for the lifeboat, but seeing the coble was sent for I saw no necessity. After the accident to the coble I did not think it a proper thing to send for the lifeboat, because the day was far spent, and I don't think it would have been

Mr. MALCOLM McLENNAN, Solicitor in Wick, and Law Agent for the British Fisheries Society, depones and produces his letter-book containing a copy, dated 28th December 1876, from him to Macleod of Macleod, Secretary of the Society, being the report referred to in Admiral Rutherford's evidence. Mr. McLennan read the letter and undertook to deliver a copy; depones this is my only communication to the secretary or any other person connected with it.

(signed) M. McLennan.

Mr. JOSEPH JERROME, Commanding Officer, Royal Navy Reserve Battery, Wick.

I HAVE been in Wick since August last; I think I arrived between 10 and 11 the night before the fatal accident occurred in August, and I know nothing about it. On the 22nd December last it was reported to me about dusk that a vessel was in distress in the bay; I immediately went to where the pilots are on the Brae above the south quay to get a look and ascertain the position of the vessel, but could not see her on account of a heavy squall of sleet that had just overtaken the vessel and obscured her from my sight; I then made inquiry where the rockets were kept, not knowing that there was a

possible to get her across the river with safety in the dark. I never saw a Milward's Light used; there were none connected with the apparatus, but I have now sent for some.

Cross-examined by Mr. J. M. Sutherland.

I don't think there was sufficient daylight to take the boat across the river.

Cross-examined by Mr. Smith.

I have had no instructions on the subject of complying with the 16th Section of the Harbours and Piers Act of 1847, from the British Fisheries Society, as to maintaining a lifeboat and rocket apparatus and competent crew. I found a lifeboat and rocket apparatus when I came here. My predecessors may have had special instructions with regard to the section referred to. I am not aware whether the society knew whether there was a crew for the lifeboat or not. My predecessor, Captain Tudor, had a paid crew, but on one occasion when the boat was required to go off to a vessel in Wick Bay, the paid crew, as I am informed, with the exception of the coxswain, refused to go in the boat, and after that a regular paid crew was discontinued. The society have never prescribed the limits to me within which the lifeboat and rocket apparatus were to be employed. I do not consider it my duty to send the lifeboat to Ackergill Bay, but should never refuse to do so if wanted. I have no instructions from the society not to send the lifeboat out of Wick Bay, and I never applied for instructions on the subject.

A letter from Mr. Pender, M.P., addressed to Provost Rae, was here put in by Mr. John M. Sutherland, referring to a report in the "Northern Ensign," calculated to produce an erroneous impression; and being asked which official of the society is there alluded to, he replies, I know no one it can refer to except it be Mr. McLennan, the society's local law agent, to whom I supplied verbal information to make the report to the society, which I was prevented doing myself, owing to indisposition; but I never saw the report.

(signed) Gilbert B. Rutherford.

See Appendix B.

proper rocket apparatus at Wick, having always understood that there were only rockets for ships in distress to be used from the pierheads; I inquired who was the best person to go to for them, and was informed that Mr. Miller, Inspector of Works, was the proper person; I called at his house and he told me that he had nothing to do with them, but that they were kept at the lifeboat-house; when I arrived there I was informed that the cart had gone north to Boathaven; I immediately followed; I met the cart close to that spot on its way back; I then went with the cart round to Ackergill, but no trace of the vessel

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vessel could be found there; I then asked Allan McLeod if it was possible the vessel would clear the land? He said she could not; I then followed the ship to Keiss with the apparatus; when we arrived about the bridge of Wester we met a man on horseback stating the vessel was ashore; we then pushed on as fast as we could with two horses to the scene of the wreck, which was slow work owing to snowdrifts, and having to take the horses out of the cart at one place and get the cart over by manual labour. On arriving at the wreck, proceeded at once to get communication with the vessel, which was effected on firing the second rocket, but the men on the wreck did not appear to know the use of it, and after a little delay they bent a hawser to the line, which was hauled ashore. The night was dark; we could make no signs to them for to haul on the line to get the whip off; the hawser was hauled on shore and three men came on shore by the hawser, the men on shore rushing into the water and assisting them; the remainder remained by the wreck till daylight; they were then enabled to walk on shore at low water, the vessel having driven further up the beach during the night tide; she was the "Au Revoir" of Riga. The ship, I believe, afterwards became a total wreck. I returned part of the way to Wick with the apparatus next morning, when I met a conveyance I had sent for to take me back. At the same place, near Wester, I met Admiral Rutherford, who informed me that there was another vessel on shore near Ackergill Tower. Taking Allan McLeod with me in the conveyance to get another supply of rockets, leaving Admiral Rutherford in command of the apparatus, who proceeded to the wreck, and I returned to my own duties; I considered the apparatus was in good hands when it was left with Admiral Rutherford. If I had seen the wreck on my way back, and not met Admiral Rutherford, I certainly should have remained with the apparatus. I fired both rockets; I think both effected communication, but the second one I know did. Both lines that were attached to the rockets I fired were good; both rockets I fired were good. I don't know how many rockets they had at Keiss, but was informed by Allan McLeod that he fired another rocket during the interval I was away to satisfy the people on the rocks, and to see if the crew would then haul off the whip, but they made no use of it. I think the crew might have been landed with the apparatus, had they known the use, in about a quarter of an hour or twenty minutes. I am thoroughly acquainted with Dennett's rocket apparatus such as was used that day; I have never known one to be supplied with tally-boards; it is an improvement to the apparatus which has come into use since Dennett's apparatus was first introduced. I think some of Dennett's apparatuses belonging to the Board of Trade were supplied with tally-boards in 1866, before they were superseded by Colonel Boxer's. I never knew Dennett's apparatus supplied with Milward's lights. Since the wreck I have inspected and overhauled the gear that was shown to me as having been used at the wrecks. I found the whole of the apparatus, as supplied by Dennett, to be good and in good working order with the exception of a pick axe being deficient, and I think if it was in the hands of an efficient volunteer corps it would still be of great service in saving life, but not so good as the one now

provided by the Board of Trade. I believe the lines shown to me in the lifeboat-house on the 22nd instant were the ones used at the late wrecks. I never saw the lifeboat till after the late disaster; I have since examined her (on the 22nd instant), and find her in good condition and well equipped: I examined the discharge valves and those of the air-boxes, and found them in good condition. I have been connected with the working of lifeboats and rocket apparatuses for the last 20 years; I have assisted in saving a great number of lives with both, and only in November 1875 I saved a crew of 10 men at Ratray Head, when another apparatus had failed to do so. I think the signals at present in use at the look-out house are sufficient by day; the only improvement I could suggest is if gas could be substituted for the oil lamp at night; I know nothing of the light at the end of the pier; I know the position of the lifeboat-house; I do not consider the position a good one for the lifeboat; I think near the breakwater would be the best position. If placed where I propose, it could be launched and available at all times; I will point out the spot I mean to you. The rocket lines were all in good condition, but not new; they certainly were not rotten. I examined 12 rockets on the day mentioned above, and found them good and fit for use, so far as I could judge from the outside. In my opinion, they had been in store some time, as none of Dennett's rockets can be procured now. The rockets now supplied are clearly marked with the day and date of issue.

Cross-examined by Mr. J. M. Sutherland.

I know that the composition in rockets has a corrosive effect on the casing; I have known rockets become useless through the influence of that corrosive influence. Some rockets I have known keep good for 12 years, and some for 18 years, where the action of the air is completely excluded; others I have known rendered unserviceable in four or five years; I don't know how old those in the rocket-house were; the man did not tell me. I could ascertain from an external examination of a rocket whether it was good, but I am of opinion they should be examined every four or five years in order to test their condition, and if found bad to be replaced with new ones. In order to ensure the efficient working of the rocket apparatus, I think it very necessary that a trained volunteer corps should be regularly exercised, and used by that trained corps alone. If the men are once efficient in their duties, once a quarter is sufficient, but if the volunteer corps is newly organised they should be exercised once a month at least, if not every week till they are efficient. I returned by the Service Bridge the day I came from Keiss, on the 23rd December, the day of the disaster at Ackergill, in the forenoon, and noticed the condition of the bay and river, and I have no hesitation in saying that the lifeboat could have been taken across the river that day, and any day since I have been at Wick with safety, by willing hands.

Cross-examined by Mr. Geo. M. Sutherland.

I was shown the whip that had been used at Ackergill, but it had not the tail block; I was not shown a broken rocket line. The lines shown to me in the boat-house were barked

(signed) J. Jerrome.

At this stage Commander Prowse adjourned the inquiry till Monday the 29th current, at 11 o'clock a.m.

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Mr. J. JERROME, re-called.

ANY seamen or fishermen make a good lifeboat's crew. It does not require men trained especially for that boat. The boat should be exercised quarterly to keep everything right, and to give men confidence in the boat. Special boats' crews cannot always be got, as they are not always at hand when required. I believe the skin and planks of the lifeboat are larch.

(signed) J. Jerrome.

Mr.
Jerrome.

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Mr. WILLIAM PAYNE, Deputy Harbour-master.

I WAS on the quay on the 3rd of August last, and I remember Douglas' boat being swamped. There were three lines on each quay head of 2½ inches, and about 30 fathoms long, and there were two life-buoys on each quay-head; two on the north were long ones with cork at each end of the staff; on the south, one long one and one round one. All had lines attached, about inch rope and from 15 to 20 fathoms long; but I never measured them. A ridge rope running along the north quay with shifting lines attached; the same arrangement on the south, but chain takes the place of the ridge rope. I have been about 20 years in connection with the British Fisheries Society, and about 12 months Deputy Harbour-master. I think the appliances are quite sufficient; I don't see that the lifeboat could have been of any use on the 3rd of August unless it was dead on the spot. I don't believe there was any case where the lifeboat could have been of any use within the last 12 months in the bay. I saw a boat towed in by the "Pet" tug on the same 3rd of August, in a disabled condition. She had evidently been capsized, and I never heard anything of the crew, who had been lost. I know there was a man drowned in the harbour in spring. There are no lights round the jetty, and never have been; but the rest of the harbour is lighted up. This accident is supposed to have happened at the jetty where the boat was lying, where there are no lights. The state of the weather at about noon on the 23rd of December last; the wind was S.S.E., and the force about 7; there was a great deal of sea in the harbour, and the vessels in the harbour were riding very uneasily, and tearing everything to pieces; one schooner broke adrift and parted from her moorings altogether. I don't think the lifeboat could have got out of the harbour that day, or that they would have got many men to go in her. She might have been taken across the river with plenty of willing hands. I have nothing to do with the rocket apparatus or lifeboat. I believe there is always a pilot on the look-out night and day, in good and bad weather, and the chief pilot is exempt from watching, and is answerable that the pilots attend to the signals. I think that all local people understand the signals. People told me the signals were hoisted about six o'clock on the morning of the 3rd of August. The "Netley" gunboat, and the "Pet" tug were lying between

the south quay and the end of the breakwater, and a good many boats under the lee of the breakwater; the weather was quite moderate towards the afternoon of that day.

Mr. Payne.

Cross-examined by Mr. J. M. Sutherland.

I saw a Danish vessel outside the harbour with her Jack up for a pilot, in December last. If she had run for the harbour, she would have been in great danger; she was making for the harbour when I saw her, and running into certain destruction. I did not send to Admiral Rutherford or anyone else, suggesting the use of the rocket apparatus. I was principal official in charge of the harbour at the time. The first I knew of the vessel being there was seeing the rocket apparatus going along the road. I have never been exercised in the use of the apparatus and know nothing about it, and consequently if Admiral Rutherford was not present I could give no directions as to its use. During the absence of Admiral Rutherford a competent person, Allan McLeod, remains in charge. I don't think lamp posts could be put up at the jetty without interfering with the traffic of the port. The same lines are at the quay ends as were there on the 3rd of August. I have got about 120 fathoms of new one-inch line in store, bought this month.

Cross-examined by Mr. Geo. M. Sutherland.

I cannot say whether the danger signals at the look-out can be seen by boats lying close under the shelter of the breakwater. It was not supposed when the danger signals were hoisted that the pilot boat would be out to see them. I don't think if the lifeboat had been stationed at the south quay she could have been launched in time to save Douglas; nor could he have been saved had the lifeboat been at the Salmon Rock. She could not have got out of the harbour to save him in consequence of the wreck. I did not see any great use for the lifeboat, and nothing to prevent any boat taking the harbour if they had done it in a proper way. There are two lines on the breakwater, and it is not long since a man was saved by one of them. I know there are six round life-buoys which have been bought this month.

(signed) Wm. Payne.

Mr. WILLIAM THAIN, Fisherman, of Ackergill.

Mr. Thain.

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I WAS ON Ackergill beach between 7 and 8 o'clock on the 23rd of December last, and I saw a ship on shore near the Castle. I went and brought over a boat with Mr. Dunbar's horses, about half a mile distant, and brought her close to the wreck. I went off in the boat about 9.30 o'clock with James Flett, William Thain, junior, John Thain, and David Thain. We pulled off, a-head of the vessel, with oars, and got under her jib-boom. We saw one man look over the rail, and we sung out for a line. The man did nothing. I think if they had given us a line all the crew could have slipped down into the boat. We were put back by the surf, and thrown on shore. Some of the men could easily have come into the boat at that time if they had thrown a line. We supposed at that time that the men on board the wreck were in danger of their lives. As soon as we got her bow on we launched her again, and got out towards the vessel, but not so far as the first time, and we were put back by the sea. I did not go off again that day, but I saw her launched very shortly afterwards with another crew for the third time. She was then, I think, in charge of John Sutherland, who was lost afterwards in the coble. They got a line from the bow, but it was slipped or let go from the ship before anything was done. If they had kept the line fast. I think they might have even been saved then, but the boat was again thrown back on the beach. I saw six of the crew on board roping up their chests. This was in the morning before I went off. They appeared to be taking things very easy; and no time could they have been easier saved than when we made the first attempt. I went home and came back about 12 o'clock, and found the rocket apparatus there, and saw it used. I saw five rockets fired; communication was got by the last one. I think the men on board were unable to work the apparatus on board, or did not know the use of it. I saw them make the whip line fast, and the hawser was hauled off. Something then happened to the whip, and it got fouled round the hawser. The coble went off with nine men, pulled along the hawser; too many men; I think three would have been sufficient for pulling off by the hawser. I saw Admiral Rutherford on the spot; I don't think he took any charge of the coble.

I think it was necessary for some one to take charge. I think if he had taken charge the men might have obeyed him, but I am not sure. There were several persons there who could have taken charge, but none so fit as Admiral Rutherford. It would be nearly 3 o'clock when the coble was swamped. I remained there till night. The crowd began to disperse as soon as it began to get dark, but about 20 remained. At this time it was known there were three men on board. A watch was set by one of the custom-house officers, Mr. Mowat, about 8 o'clock. I and my brother were on watch; there were then about eight or ten

people about. We had lanterns and lighted a tar-barrel, and about 8.30 p.m. a man came on shore on the hawser. Some of the people went out into the surf and caught him. I was one who went out; there was some risk in doing so. The man rescued was somewhat exhausted, and he was sent to Mr. Dunbar's house. We heard no more cries after that. The foremast fell about 7 o'clock next morning, and the ship then went to pieces. The coble was 19 feet over all, above, and seven feet beam, and about 2 feet 10 inches in depth. She was not a good boat in a sea way with such a weight as was in her. Mr. Dunbar's boat was about 18 feet above, and 5 feet 10 inches beam. She was a buoyant good boat for her size. The tar-barrel would have given sufficient light to have worked the lifeboat.

Cross-examined by Mr. J. M. Sutherland.

I considered during that day, the 23rd December, that the lifeboat should have been at Ackergill. I think it could have been launched when a communication was made by the hawser, but I don't know whether it could have been done without; and anyone having the slightest pretensions to nautical knowledge must have been of that opinion, that a lifeboat could have gone when the hawser was attached. I saw Admiral Rutherford on the beach soon after 12 o'clock. The lifeboat was then essentially necessary, in my opinion, for saving the crew. The coble and Mr. Dunbar's boat were the only boats we could get conveniently there. I spoke to Admiral Rutherford myself about 12 o'clock; he was then on the sand, within full view of the wreck. Admiral Rutherford was pointed out to me; I did not know him before. He said that the rockets were all expended, but that he had sent for more. That was all that was said, and was all the conversation that passed between Admiral Rutherford and me at any time. If everything had been in readiness to launch the lifeboat, I think there was sufficient time to have brought her there from Wick after the accident had happened to the coble. A red light was burning in the fore-rigging till about dark. If communication had been maintained by the hawser between the ship and the land, I think the lifeboat could have been hauled off at any time of the night or day, but I have no practical experience of working a lifeboat.

Cross-examined by Mr. G. M. Sutherland.

I think I saw a little of the tail of the whip block hanging from the hawser, but can't say as to the length. The weather was for a week or two before the wreck threatening and stormy, so much so that all life-saving apparatuses should have been held in readiness for immediate use wherever required, whether at Wick or Ackergill.

(signed) Wm. Thain.

Mr. ALEXANDER MOWAT, Out-door Officer of Customs at Wick.

I FOLLOWED a vessel in distress out to Keiss on the 22nd of December last, and returned to Ackergill at 9 a.m. next morning before the rocket apparatus, and I remained there about an hour and a-half; I saw Mr. Duff Dunbar's boat go off, I think twice; I then went into Wick to give information to the Receiver, but found he had gone to Keiss; I waited his return at the custom house, and he returned about 5 o'clock. He gave me instructions to proceed to Ackergill to take charge of the wreck, where I arrived about 6 o'clock. There were probably about 50 people at Ackergill when I arrived. There were none of the British Fisheries Societies officials on the spot. The rocket cart remained, but there was no one in charge of it. I knew there were people on board as I heard them calling till about 9.30 p.m.; I did not think anything could be done till low water with the appliances we had at hand; I think there should have been something else during the day, such as life belts and the lifeboat also; I am not prepared to say whether the lifeboat would have been of any use after dark; the night was very dark; I placed men on watch about 6 o'clock; there were lanterns about then. A little before 10 o'clock we tightened the hawser; there were about four or five of us; there were about 25 people round about altogether. We then prepared to light a tar barrel, but in the meantime I went into the surf and saw a man who was struggling in the water and was holding on to the hawser; he was carried off the hawser by the second run, and was caught in the water by a fisherman named Flett. We then lighted the tar barrel; we

called out but got no answer, and waved by the light of the tar barrel: I remained there till about 11 o'clock, and then went to Ackergill Tower to get dried; I came back in about an hour and remained till the rocket apparatus came from Scarfskerry about 1 o'clock; I spoke Norwegian to the rescued man, and learnt that all the crew were drowned; I told Mr. Thomson, who was in charge of the Scarfskerry apparatus, that the crew were drowned. Mr. Thomson visited the wreck to satisfy himself, and he said he could do nothing as there was no one on board. The Receiver came out about 8 o'clock in the morning of the 24th, and I returned to Wick with him about 11. If the Scarfskerry apparatus had arrived before 9 p.m. of the 23rd, I have no doubt they could have saved life.

Mr. Mowat.

29 January
1877.

Cross-examined by Mr. John M. Sutherland.

There was sufficient natural light to enable us to see the vessel at all times of the night, but we could not see the danger of the sea between the vessel and shore, neither by the state of natural light nor by the light of the tar barrel.

Examined by Captain Prowse.

I am sure the British Fisheries Society's rocket cart was on the sand on the morning of the 24th; I did not see any of the rocket cases that had been used.

(signed) A. Mowat.

Mr. JOHN MACADIE, Fishcurer, Pulteneytown; Examined by Mr. John M. Sutherland.

I HAVE been a fishcurer in Pulteneytown for over 30 years, and with the exception of about two months in the summer season, when I go to the West Coast fishing, I spend the rest of the year almost entirely about the quays of Pulteneytown where my business is transacted. I witnessed the disaster to the coble on the 23rd of December last, having arrived there before the coble put off. I crossed the Service Bridge, near which the lifeboat house is situated, both in going and returning that day. The lifeboat with its appurtenances, could have been taken across the river of Wick at any time that day, with perfect safety. When I arrived at Ackergill, the general talk on the beach was about the want of the lifeboat. I certainly concurred in the general opinion, that the lifeboat ought to have been there. The sea was making a complete sweep over the vessel, almost every successive wave. I arrived at Ackergill between 12 and 1 p.m. There were some hours after my arrival there in which the lifeboat might have been used with good daylight, and I have no doubt whatever if the lifeboat had been there

and launched about the time the coble was swamped, or even after, all lives would have been saved. There was still sufficient light after the coble was swamped, and after the lives were lost, to have brought the lifeboat from Wick and to have used it in saving the remaining lives from the wreck. I never saw the lifeboat out of its shed, and the weather was especially threatening for several weeks before the wreck. I think the lifeboat should always be ready and out when danger to life is apprehended. The site, in my estimation, is not the best that could be had for a lifeboat house.

Mr.
Macadie.

Examined by Mr. McLennan.

I saw Admiral Rutherford on the sands on the 23rd of December, but I did not speak to him; we are personally acquainted; I have no special reason for not speaking to him about the lifeboat, excepting that I considered he ought to have known his duty better than I could tell him.

(signed) John Macadie.

Mr. GEORGE DOULL, Fishcurer, Pulteneytown; Examined by Mr. *George M. Sutherland.*

Mr. Doull.
29 January
1877.

I WAS present at Ackergill on the 23rd of December last at the wreck of the "Emilie". I had conversation with Admiral Rutherford about twelve o'clock. In the course of the conversation with Admiral Rutherford I said that the lifeboat ought to have been here. He replied that the Service Bridge was too narrow, and she could not have been got across.

(signed) *George Doull.*

Mr. JAMES DURRAND, Master Mariner, Pulteneytown; Examined by Mr. *George M. Sutherland.*

Mr.
Durrand.

I KNOW the British Fisheries Society's lifeboat; I was one of four that built the boat about 1869; her planking is of American yellow pine 5-8ths of an inch thick; her floors and timbers are oak; there was a part of the material of the old boat used in her construction; the fore-floor of the old lifeboat was put into the new; it was in good condition. I formed one of a rescue crew in that same boat at Ackergill some years ago, and I have no doubt were the lifeboat there on the occasion of the 23rd she would have been equally successful.

Examined by Captain *Prowse.*

I was brought up as a boat builder by trade

(signed) *James Durrand.*

A P P E N D I X.

APPENDIX (A.)

Sir

Ackergill Tower, 26 December 1876.

You have asked me to give you a statement of what occurred with reference to the wreck of the schooner "Emilie." As well as I can recollect the facts are as follows:—

At early dawn on the 23rd instant, I think I saw the hull of vessel on the sands about a quarter of a mile from the Tower, and before I was dressed I received information that there was a vessel on shore.

On my way to the spot, I met a fisherman who told me he did not think the crew were in any immediate danger. Not knowing with whom information regarding the wreck should be lodged, I ran back to the house and hastily scribbled a note to Admiral Rutherford and asked him if he could assist us in any way, adding, at the same time, that I did not consider the crew to be in danger. I then joined the fishermen on the beach, and with a speaking trumpet and by making signs, tried to get the men to throw a line overboard, attached to float, with the intention of hauling the crew on shore at low water. It was then 9 a.m., and low water would be at 10 a.m.

The crew seemed to be quite unconcerned about their safety, and we thought we saw them roping their boxes, and that they probably counted on the rising tide floating the vessel further in shore. The fishermen, who were with me, were of opinion that the men on the wreck were losing precious time, and to show them that we thought so we hauled a boat up from Ackergill, and manned and launched her, but failed to reach the ship. Then I think the boat was sufficiently close to the wreck to have secured a line from her had the crew thrown one overboard. The sea at this time was rough and broken with a fresh breeze blowing.

By about 11 a.m. I returned to the Tower and left the fishermen making signs for the crew to float a line ashore.

In about an hour I again went to the beach and there found Admiral Rutherford who had come straight from Keiss, where, I believe, he had been all night with the rocket apparatus rescuing the crew of a vessel that went ashore there.

I am not certain, but think it must have been about noon when the rockets arrived, and no time was lost in setting to work to get a line on board.

Six rockets were fired, and as far as I could judge, two were bad, three missed the ship, and the sixth carried the line over the yard close to the foremast.

I should say that a period of three quarters of an hour was occupied in getting the line on board. There was then considerable delay before the men on board the vessel could be made to understand what to do with the rope. The gale was now freshening and the rising tide drove the crew of the "Emilie" to the rigging. There were, to all appearance, five men on board the wreck at this time, only two of whom appeared to be capable of handling the ropes. These two men seemingly got the line from shore, securely fastened to the mast, but failed to draw the cradle on board.

It may now have been a little after 1 p.m. when some one (I cannot say who) suggested that Mr. Hogarth's coble should be got, and an attempt be made to get her alongside the wreck.

There seemed to be some hesitation about taking the coble, as the oars were under lock and key. I took upon myself to have the door broken open and the necessary articles got out.

Mr. Mitchell, the superintendent of police, gave me one of his men to see this properly done.

The coble arrived at the spot about 1.30 p.m. The necessary arrangements were completed, and there seemed to be no lack of volunteers to go out. At this time I was standing with Admiral Rutherford at the anchor to which the rocket line was attached, and seeing a crowd of men about to launch the coble, I ran down to try and ascertain who had taken command of her, and found a man (a stranger to me) sitting in the stern, who appeared to be giving directions. I asked him how many men were going out in the boat, and I think he said five. I then turned and asked the superintendent of police to let me know the men's names when they returned.

The coble was attached to the rocket line (hawser) through a running block, and no one seemed to think there was any danger to those on board her.

The gang of men who shoved the coble into deep water gradually returned to shore; but four men, over and above the five, who as I thought made up the crew, swung themselves into the boat instead of returning to the shore; no oars were used. The men hauled hand-over-hand on the rocket line, and succeeded in getting sufficiently close to the wreck to enable three of the crew to slide down the rocket line from the fore-yard and be taken on board the coble. The coble was then hauled back towards the shore and got, I should say, three parts of the way, when a heavy sea struck her on the quarter, and rolling in shore, hid the coble and men from those on the beach; and the next moment we saw that the coble had filled, and the men were struggling in the water. All who thought

they could be of service ran in as far as they could and tried to save the men. Of nine men who went out in the coble and three who had been taken off the wreck, five of the former were saved. Captain Cormack was the last man taken out of the water, but he died shortly afterwards, all endeavours to restore him having failed. It was now too late to attempt anything further towards getting the remaining two men from the wreck till low water, and it was doubtful whether they could stand the cold and exposure so long, even supposing the vessel did not break up before that. The line was still fast between the wreck and the shore, and a guard was placed to watch the ship and render what help they could. A light was kept burning by means of a tar barrel and lanterns, and at about 9.30 p.m. the watchers thought they felt the men on the wreck coming down on rope, and on wading in as close as they could to the vessel, they were just in time to rescue one of the crew who had slid down the rope, and having lost his hold had fallen into the water.

Those who were watching the wreck did not leave the beach till close on midnight and until all chance of being of any further service had passed. The vessel broke up during the night of the 24th. The only survivor and some of the ship's papers are now here. The "*Emilie*" was described as sailing under the North German flag, and was on her return voyage from Sunderland to Dantzic. She had seven of a crew. She was rated as about 200 tons burden. Her captain's name was Schübe. He and his brother were from Wolgast, and the majority of the crew were from about Dantzic.

The Procurator Fiscal, Wick.

I am, &c.
(signed) *G. Duff Dunbar.*

The foregoing is a true copy of the statement referred to by Mr. Duff Dunbar, of Ackergill Tower, in his evidence on 26th January 1877.

Custom House, Wick, }
30 January 1877. }

W. Gunn, Receiver of Wreck.

APPENDIX B.

My dear Sir,

Wick, 28 December 1876.

YOU will probably have noticed that on the 23rd instant a German schooner was wrecked in Ackergill bay, that six of her crew were drowned, and that four men of Pulteneytown and its neighbourhood, who made an effort in a salmon fishing coble to rescue the crew, were also drowned. Admiral Rutherford, who is ill from exposure on the occasion, and who no doubt suffers from the deplorable result, instructs me to make you this communication for the information of the directors, as he is himself confined to bed and unable to write. For this purpose he gave a verbal account of the matter to me this morning, which I here carefully endeavour to transmit to you, without the intrusion of facts known to me otherwise, and without comment.

The Admiral had notice of the stranded vessel by the note from Mr. Duff Dunbar, of Hempriggs, of which I subjoin a copy. This was received about 10, and he shortly after left town in a carriage sent by Mr. Dunbar. The rocket apparatus had gone to Keiss on the previous evening to the assistance of a barque driven on the rocks there, under the charge of Allan McLeod and several others of the pilots, and accompanied by Mr. Jerrome, of the Naval Reserve, and three or four of his men. The Admiral drove past the sands of Keiss, where the schooner lay, and met the rocket-cart six miles or so from Wick, and by noon he was with the rocket apparatus on the beach opposite the schooner.

The sixth rocket discharged carried a line across the schooner's yards, and then some time was lost before the men on board apprehended what they ought to do with it. Eventually they drew on the line and got the "whip" on board, and secured the block to the top of the foremast. The hawser was then run out to the schooner, and likewise made fast to the mast.

When thereafter the "cradle" was being hauled out, the block of the "whip" was unaccountably disengaged from the mast, and swung overboard round the hawser beyond the reach of the crew; the apparatus was thus rendered useless; it was then not far from two in the afternoon.

Several hundred fishermen and seamen were onlookers of all this, and after the breakdown of the rocket apparatus, a coble from the adjacent fishing station was fetched to the spot, manned, and launched; with this the Admiral had nothing to do. Unfortunately she was over manned, nine men going in her. Three of the shipwrecked crew dropped from the hawser into her, and then the frail craft turned shoreward with her too great burden; she was swamped by the sea, and of her freight five only were washed ashore alive; thus perished the three strangers and four of our local men, including John Cormack, shipmaster and shipowner, a son of the late deputy harbour master.

Night was then setting in, and further effort to succour the remaining men on the wreck was abandoned. The vessel broke up during the night, but before she parted the ship's boy was discovered making his way down the hawser hand over hand; he fell into the

the sea, fortunately sufficiently near the shore to be rescued by men whom Mr. Dunbar had stationed there, and he remains the only survivor of a crew of seven.

You will have observed that the lifeboat was not used. In explanation, Admiral Rutherford (1) refers to Mr. Dunbar's letter, which said the crew seemed in no great danger; (2) McLeod, the coxswain of the lifeboat, was out with the rocket apparatus, and several of the pilots with him; (3) The only available bridge across the River Wick would not allow the boat to pass, being narrower at its pillars than the boat; and (4) the state of the river was such as must have rendered it difficult to transport the boat and carriage across its bed.

Until the rocket apparatus broke down, which he ascribes to an inexplicable act of the crew in detaching the whip block, he had entire dependance on it as a sufficient means of rescue. After it failed, time somehow slipped away until night was too near to leave an interval for getting the boat from Wick and using it.

This is as nearly as my recollection makes it, the account which I am instructed to give you, and meantime, I am,

Yours, &c.
(signed) *M. McLennan.*

Copy Letter.

"Dear Rutherford, "Ackergill Tower, Wick, N.B.
"There is a schooner ashore on the sands below the Tower. Can you spare us any material such as is required? No great danger for crew, as far as I can see.

"Yours, &c.
(signed) "*G. D. Dunbar.*"

(Address on envelope) "*Admiral Rutherford,*
"Saturday."

P.S.—I do not distinctly recollect whether the Admiral told me that no one had suggested the use of the lifeboat to him. He certainly said Mr. Duff Dunbar did not.

M. M.

MacLeod, of MacLeod,
&c. &c.

A correct copy of my letter to MacLeod, of MacLeod, Secretary of the British Fisheries Society.

Wick, 27 January 1877.

M. McLennan.

SHIPWRECKS (WICK).

COPY of REPORT and EVIDENCE made to the President of the Board of Trade arising out of the INQUIRY recently held by Commander PROUSE, R.N., into the Loss of LIFE from SHIP-WRECK at or near Wick.

(*Mr. Pender.*)

*Ordered, by The House of Commons, to be Printed,
12 March 1877.*

ABSTRACTS
OF THE RETURNS MADE TO THE BOARD OF TRADE
OF
SEA CASUALTIES
WHICH OCCURRED ON AND NEAR THE
COASTS OF THE UNITED KINGDOM,

From the 1st July 1876 to the 30th June 1877;

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE
YEAR 1876-7

OF THE
SEA CASUALTIES
WHICH OCCURRED TO
BRITISH SHIPS ELSEWHERE THAN ON THE COASTS
OF THE UNITED KINGDOM;

AND TO
FOREIGN SHIPS ON THE COASTS OF BRITISH
POSSESSIONS ABROAD;

WITH PARTICULARS OF VESSELS LOST OR DAMAGED BY SUCH CASUALTIES,
AND OF THE LIVES LOST AND SAVED;

TOGETHER WITH

Abstracts of the Official Inquiries in the United Kingdom into the Causes of Sea Casualties, held by order of the Board of Trade, during the year 1876-7; and of the Official Inquiries abroad, instituted by Consular and Colonial Officers and others, into the Causes of Sea Casualties, of which the Reports were received at the Board of Trade, during the year 1876-7;

And of other Investigations at Home and Abroad which affected the Certificates of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE,

1877.

[C.—1891.] Price 7s. 6d.

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Scotland, Ireland, and the two Hemispheres

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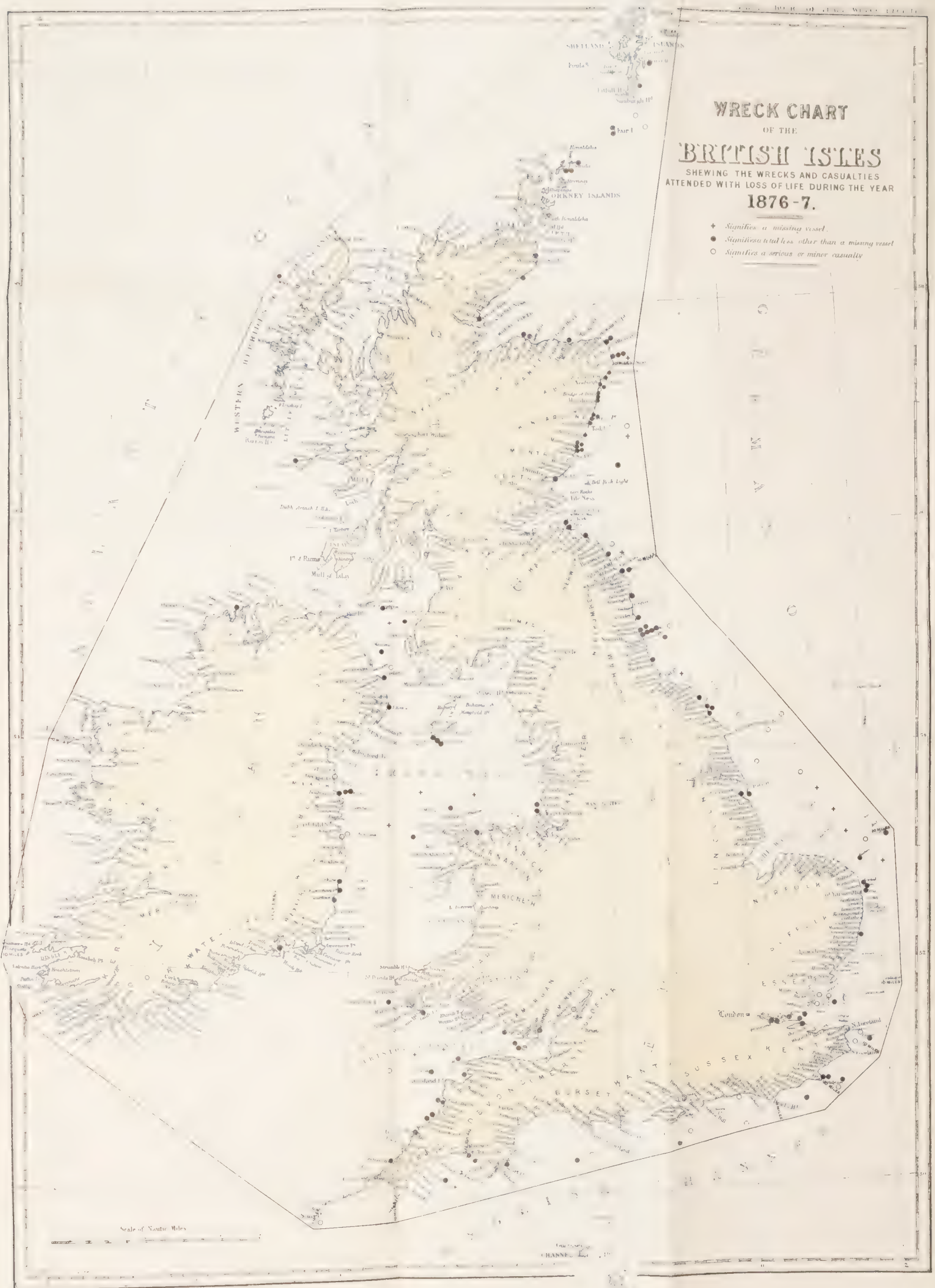
WRECK CHART

OF THE

BRITISH ISLES

SHewing THE WRECKS AND CASUALTIES
ATTENDED WITH LOSS OF LIFE DURING THE YEAR
1876-7.

- + Signifies a missing vessel.
- Signifies a total loss other than a missing vessel
- Signifies a serious or minor casualty



Scale of Nautical Miles

CHANNING

SYMBOLS

I Casualties by Stranding

Signifies a vessel was

II Casualties by Collision

Signifies a Collision between two vessels with loss of one vessel

between two sailing vessels

between two sailing vessels

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CHART

SHewing THE WRECKS AND CASUALTIES

ON THE COASTS OF

ENGLAND & WALES

During the Year 1876-7.

COMPILED IN THE BOARD OF TRADE.

FROM THE

WRECK REGISTER.

Apparatus for Saving Life.

Life Buoy

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NOTE: Minor casualties are not shown on this Chart except in the case of loss of life with minor damage to vessel, or of collision with minor damage to one vessel and serious damage or total loss to the other.

English Miles 69.1 One Degree

CHART

SHOWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

SCOTLAND

during the year 1876

COMPILED IN THE BOARD OF TRADE

FROM THE

WRECK REGISTER.



SYMBOLS.

I. Casualties by Stranding.

Signifies a Total Loss

Signifies a partial Loss

II. Casualties by Collision

- Signifies a Collision between two Steam Vessels with total loss of both Vessels with total loss of one Vessel with partial loss
- between two Sailing Vessels with total loss of both Vessels with total loss of one Vessel with partial loss
- between two Fishing Boats with total loss of both Vessels with total loss of one Vessel with partial loss
- between a Steam Vessel and a Sailing Vessel with total loss of both Vessels with partial loss of one Vessel
- between a Steam Vessel and a Fishing Boat with total loss of both Vessels with partial loss of one Vessel
- between a Sailing Vessel and a Fishing Boat with total loss of both Vessels with partial loss of one Vessel

III. Signifies a Missing Vessel

IV. Casualties other than Collisions Strandings or Missing Vessels.

- Signifies a total loss of a Steam Vessel
- Signifies a partial loss of a Steam Vessel
- Signifies a total loss of a Sailing Vessel
- Signifies a partial loss of a Sailing Vessel
- Signifies a total loss of a Fishing Boat
- Signifies a partial loss of a Fishing Boat

Apparatus for Saving Life.

- Life Boat Station
- Rescue or Marine
- Apparatus Station
- Volunteer Life Brigade
- or Company

NOTE: Minor casualties are not shown on this Chart except in the case of loss of life with minor damage to vessel, or of collision with minor damage to one vessel and serious damage or total loss to the other.

English Miles 10 20 30 40

Scale of 1" = 10 Miles

1 Casualties by Stranding
 $\frac{1}{x}$ signifies a Total loss
 $\frac{1}{x}$ " a partial loss

II Casualties by Collision

SHEDDING THE WRECKS AND CASUALTIES

ON THE COASTS OF

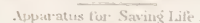
IRELAND

during the year 1876-7.

COMPILED IN THE BOARD OF TRADE.

FROM THE

WRECK REGISTER.



Apparatus for Saving Life

- ✦ Life Boat Station
- ✦ Rocket or Mortar
- ✦ Ammunition Station
- ✦ Volunteer Life Brigade
or Company



NOTE: Minor casualties are not shown on this Chart except in the case of loss of life with minor damage to vessel, or of collision with minor damage to one vessel and serious damage or total loss to the other

English Miles 69 44 - One Degree

Stand 44: A 10' Litho. Sp. Old 'every Y' 1. W. 1000000000

CHART OF THE WORLD

SHOWING THE WRECK AND CASUALTIES
TO
BRITISH VESSELS
ABROAD
AND TO FOREIGN VESSELS
On the Coast of British Possessions
REPORTED TO THE BOARD OF TRADE
IN THE YEAR 1876.
PUBLISHED BY THE BOARD OF TRADE
From the
WRECK REGISTER
SHEET I.



SYMBOLS

Red dot signifies vessel lost
Blue dot signifies vessel wrecked
Red cross signifies vessel wrecked
Note: It has been found necessary to place some of the dots in the land in consequence of the limited space.
Note II. On this chart all minor casualties have been omitted. See remarks explanatory of the Wreck Statistics.

CHART WORLD

SHOWING THE WRECKS & CASUALTIES
TO
BRITISH VESSELS
ABROAD
AND TO FOREIGN VESSELS
ON THE COASTS OF BRITISH POSSESSIONS
REPORTED TO THE BOARD OF TRADE
IN THE YEAR 1876-7.
COMPILED IN THE BOARD OF TRADE
FROM THE
WRECK REGISTER
SHEET II.

A R C T I C O C E A N

S I B E R I A

ALASKA

BRITISH AMERICA
HUDSON BAY

C H I N E S E
E M P I R E

CHINA

N O R T H
P A C I F I C
O C E A N

UNITED STATES

CULF OF MEXICO

NORTH AUSTRALIA

WESTERN AUSTRALIA

SOUTH AUSTRALIA

NEW SOUTH WALES

S O U T H
P A C I F I C
O C E A N

A N T A R C T I C O C E A N

SYMBOLS.

A red dot signifies a case of total loss
A blue dot signifies a case of partial damage
A red cross signifies a missing vessel
Note: It has been necessary to place some of the
date on the land on account of the limited space
Note: On this chart all minor casualties
have been omitted. See remarks explanatory
of the Wreck Statistics

PART I.

BRITISH SHIPS ONLY.

Sea Casualties to British Ships all over the World.

ABSTRACT of the **BRITISH VESSELS** to which **SEA CASUALTIES** occurred on or near the **COASTS** of the **UNITED KINGDOM** during the Year 1876-7, and the **NUMBER** reported during the same Period as having met with **SEA CASUALTIES ABROAD**.

British Vessels which were reported as Wrecked or which were reported as having met with Casualties of any sort.

Table I.—Number, Tonnage, and Classification,—whether registered in the United Kingdom or in the Colonies.

Table II.—Totals of Vessels Wrecked or Damaged, and of Casualties met with.

Table III.—Trades of Vessels, and the Number of Casualties met with.

BRITISH VESSELS WHICH MET WITH CASUALTIES.

NUMBER, TONNAGE, and CLASSIFICATION,*—REGISTERED in the UNITED KINGDOM or in the COLONIES.

Table 1. NUMBER of BRITISH VESSELS to which SEA CASUALTIES occurred on or near the COASTS of the UNITED KINGDOM, during the Year 1876-7, or were reported during the same period as having met with Sea Casualties ABROAD, classified according to the NATURE and RESULTS of the Casualties, showing the AGGREGATE TONNAGE of the Vessels, and distinguishing VESSELS belonging to the UNITED KINGDOM from COLONIAL VESSELS, and STEAM from SAILING VESSELS, and further distinguishing between the CLASSED and UNCLASSED VESSELS totally lost.

Nature of Casualty.	Vessels belonging to the United Kingdom.				Vessels belonging to the Colonies.				Total.				Gross Total.			
	Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Number.	Tonnage.		
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.						
Results.—(a.) Total Losses (Classed).*																
Foundering	25	11,366	8	5,955	33	17,321	10	4,970	—	—	10	4,970	35	16,336	43	22,291
Strandings	127	52,435	27	18,580	154	71,015	31	14,411	1	211	32	14,622	158	66,846	186	85,687
Collisions	12	4,811	7	4,954	19	9,765	4	2,444	—	—	4	2,444	16	7,255	23	12,209
Other Causes	18	10,416	2	1,403	20	11,819	1	113	—	—	1	113	19	10,529	21	11,932
Missing Vessels	46	20,720	11	9,979	57	30,699	8	4,723	—	—	8	4,723	54	25,443	65	35,422
	228	99,748	55	40,871	283	140,619	54	26,661	1	211	55	26,872	282	126,409	338	167,491
Results.—(a.) Total Losses (Unclassed).*																
Foundering	85	18,385	—	—	85	18,385	59	7,619	1	575	60	8,194	144	26,004	145	26,579
Strandings	213	30,028	20	7,783	233	37,811	236	26,061	9	1,533	245	27,594	449	56,089	29	9,316
Collisions	42	3,096	6	3,335	48	6,431	4	187	1	87	5	274	46	3,283	7	478
Other Causes	17	5,927	3	1,487	20	7,414	21	4,427	2	302	23	4,729	38	10,354	5	3,422
Missing Vessels	60	6,890	1	911	61	7,801	37	5,366	—	—	37	5,366	97	12,256	1	76
	417	64,326	30	13,516	447	77,842	357	43,660	13	2,437	370	46,157	774	107,986	43	12,143
															98	13,167
															817	123,999
Summary.																
Foundering	110	29,751	8	5,955	118	35,706	69	12,589	1	575	70	13,164	179	42,340	9	6,530
Strandings	340	82,463	47	26,363	387	108,826	267	40,472	10	1,744	277	42,216	607	122,935	57	28,107
Collisions	54	7,907	13	8,289	67	16,196	8	2,631	1	87	9	2,718	62	10,588	14	8,376
Other Causes	35	16,343	5	2,890	40	19,233	22	4,540	2	302	24	4,842	57	20,883	7	3,192
Missing Vessels	106	27,610	12	10,890	118	38,500	45	10,089	—	—	45	10,089	151	37,699	12	10,890
	645	164,074	85	54,387	730	218,461	411	70,321	14	2,708	425	73,029	1,056	234,395	99	57,095
															1,155	291,490

* By "classified" Vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassified" division probably contains a number of Vessels which were classed

Table I.—*continued.*

Nature of Casualty.	Vessels belonging to the United Kingdom.				Vessels belonging to the Colonies.				Total.		Gross Total.	
	Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Results.—(b.) Serious Casualties.												
Strandings	338	75,189	146	75,859	119	30,580	21	5,281	140	35,861	167	81,140
Collisions	186	51,365	86	58,589	27	9,159	7	3,778	213	60,524	93	57,367
Other Causes	697	257,192	261	181,564	201	75,799	13	3,543	898	332,991	274	185,107
	1,221	383,746	493	311,012	347	115,538	41	12,602	388	128,140	534	323,614
									1,568	499,284		822,898
Results.—(c.) Minor Casualties.												
Strandings	353	54,996	108	70,838	46	10,906	11	3,666	57	14,572	119	74,504
Collisions	835	155,239	270	158,090	71	23,223	25	7,161	96	30,384	295	165,251
Other Causes	1,321	323,855	270	167,212	184	63,768	7	3,181	191	66,949	277	170,393
	2,709	534,090	648	396,140	301	97,897	43	14,008	344	111,905	691	410,148
									3,010	631,987		1,042,135

TOTALS OF VESSELS LOST AND DAMAGED, AND OF CASUALTIES MET WITH.

Table II. Number of Sea Casualties which occurred to British Vessels on the Coasts of the United Kingdom during the Year 1876-7, and Number reported during the same period as having occurred to British Vessels Abroad, specifying the Nature and Results of the Casualties and the NUMBER OF VESSELS LOST OR DAMAGED.

Nature of Casualty.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Casualties.		Casualties.		Casualties.		Casualties.	
	Vessels.	Vessels.	Vessels.	Vessels.	Vessels.	Vessels.	Vessels.	Vessels.
Foundering	188	188	—	—	—	—	188	188
Strandings	664	664	657	624	672	518	1,993	1,806
Collisions	76	76	276	306	815	1,201	1,167	1,583
Other causes	64	64	1,295	1,172	2,559	1,982	3,918	3,218
Missing vessels	163	163	—	—	—	—	163	163
	1,155	1,155	2,928	2,102	4,046	3,701	7,429	6,958

British Vessels which met with Casualties—*cont.*

TRADES of VESSELS, and the NUMBER of CASUALTIES sustained.
Table III. NUMBER of BRITISH VESSELS to which SEA CASUALTIES occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, or were reported during the same period as having met with Casualties ABROAD, showing the TRADES in which the Vessels were engaged, and classified according to the NUMBER of Casualties which occurred to such Vessels.

Trades.	Vessels which met with one Casualty.	Vessels which met with two Casualties.	Vessels which met with three Casualties.	Vessels which met with four Casualties.	Vessels which met with five Casualties.	TOTAL.
Results.—(a.) Total Losses.						
Vessels engaged in the Coasting Trade	438	30	4	1	—	473
Vessels engaged in Oversea Trades	484	52	6	1	—	543
Fishing Vessels	134	5	—	—	—	139
	1,056	87	10	2	—	1,155
Results.—(b.) Serious Casualties.						
Vessels engaged in the Coasting Trade	550	101	23	4	1	679
Vessels engaged in Oversea Trades	970	278	47	18	3	1,316
Fishing Vessels	90	14	2	1	—	107
	1,610	393	72	23	4	2,102
Results.—(c.) Minor Casualties.						
Vessels engaged in the Coasting Trade	1,386	148	19	2	—	1,555
Vessels engaged in Oversea Trades	1,542	187	28	5	1	1,763
Fishing Vessels	353	30	—	—	—	383
	3,281	365	47	7	1	3,701

P A R T II.—(WRECKS AT HOME.)

ABSTRACT of the SEA CASUALTIES reported to the BOARD OF TRADE as having occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7.

Casualties (excluding Collisions) to British and Foreign Vessels.

Table IV.—Nationality of Vessels, *i.e.*, belonging to the United Kingdom, Colonial, or Foreign.

Table V.—Trades of the Vessels.

Table VI.—Whereabouts of Casualties.

Casualties (excluding Collisions) to British Vessels only.

Table VII.—Cargoes of the Vessels.

Table VIII.—Tonnage of the Vessels.

Table IX.—Ages of the Vessels.

Table X.—Build of Vessels, *i.e.*, Iron, Composite, or Wood.

Stress of Weather.

Casualties (excluding Collisions) to British and Foreign Vessels.

Table XI.—Direction of Wind.

Table XII.—Force of Wind.

Casualties (excluding Collisions) to British Vessels only.

Table XIII.—Causes of Casualties.

Collisions.

Table XIV.—Nationality of Vessels, whether Sailing or Steam, British or Foreign.

Table XV.—Time of Collisions, *i.e.*, Day or Night.

Table XVI.—Causes of Collisions.

Yearly Comparison.

Table XVII.—Totals for ten Years, and Annual Average.

CASUALTIES (EXCLUDING COLLISIONS) TO BRITISH AND FOREIGN VESSELS AT HOME.

NATIONALITY of VESSELS, *i.e.*, belonging to the UNITED KINGDOM, COLONIAL, or FOREIGN.

Table IV. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, in Half-yearly Periods, distinguishing Casualties to VESSELS belonging to the UNITED KINGDOM, Casualties to COLONIAL VESSELS, and Casualties to FOREIGN VESSELS: and further distinguishing Casualties to STEAM VESSELS and Casualties to SAILING VESSELS.

1st July to 31st December 1876.

Nature of Casualty.	CASUALTIES TO BRITISH VESSELS.						CASUALTIES TO FOREIGN VESSELS.			Gross Total of all Casualties on or near the Coasts of the United Kingdom.
	Vessels belonging to the United Kingdom.			Vessels belonging to the Colonies.			Total of Casualties to British Vessels.	Sailing.	Steam.	
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.				
Results.—(a.) Total Losses.										
Foundering	25	1	26	1	—	1	27	2	—	29
Strandings	106	10	116	4	—	4	120	92	—	212
Other Causes	6	—	6	—	—	—	6	1	1	8
Missing Vessels	8	—	8	—	—	—	8	—	—	8
	145	11	156	5	—	5	161	95	1	257
Results.—(b.) Serious Casualties.										
Strandings	114	32	146	15	—	15	161	58	5	224
Other Causes	120	62	182	2	—	2	184	56	3	243
	234	94	328	17	—	17	345	114	8	467
Results.—(c.) Minor Casualties.										
Strandings	151	29	180	7	—	7	187	32	—	219
Other Causes	516	88	604	24	—	24	628	66	1	695
	667	117	784	31	—	31	815	98	1	914

Casualties (excluding Collisions) to British and Foreign Vessels at Home—cont.

Nature of Casualty.	CASUALTIES TO BRITISH VESSELS.						CASUALTIES TO FOREIGN VESSELS.			Gross Total of all Casualties on or near the Coasts of the United Kingdom.	
	Vessels belonging to the United Kingdom.			Vessels belonging to the Colonies.			Total of Casualties to British Vessels.	Sailing.	Steam.		
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.					
Results.—(a.) Total Losses.											
Foundering	23	3	26	—	—	—	26	3	—	3	29
Strandings	96	12	108	3	—	3	111	32	—	32	143
Other Causes	6	2	8	—	—	—	8	—	—	—	8
Missing Vessels	9	—	9	—	—	—	9	—	—	—	9
	134	17	151	3	—	3	154	35	—	35	189
Results.—(b.) Serious Casualties.											
Strandings	138	40	178	5	—	5	183	29	2	31	214
Other Causes	129	56	185	13	—	13	198	23	—	23	221
	267	96	363	18	—	18	381	52	2	54	435
Results.—(c.) Minor Casualties.											
Strandings	216	35	251	11	—	11	262	26	—	26	288
Other Causes	619	57	676	30	—	30	706	58	3	61	767
	835	92	927	41	—	41	968	84	3	87	1,055

Casualties (excluding Collisions) to British and Foreign Vessels at Home—*cont.*

Table IV.—*continued.*
Summary for the 12 months ending 30th June 1877.

Nature of Casualty.	CASUALTIES TO BRITISH VESSELS.						CASUALTIES TO FOREIGN VESSELS.			Gross Total of all Casualties on or near the Coasts of the United Kingdom.	
	Vessels belonging to the United Kingdom.			Vessels belonging to the Colonies.			Total of Casualties to British Vessels.	Sailing.	Steam.		Total of Casualties to Foreign Vessels.
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.					
Results.—(a.) Total Losses.											
Founderings	48	4	52	1	—	1	53	5	—	5	58
Strandings	202	22	224	7	—	7	231	124	—	124	355
Other Causes	12	2	14	—	—	—	14	1	1	2	16
Missing Vessels	17	—	17	—	—	—	17	—	—	—	17
	279	28	307	8	—	8	315	130	1	131	446
Results.—(b.) Serious Casualties.											
Strandings	252	72	324	20	—	20	344	87	7	94	438
Other Causes	249	119	367	15	—	15	382	79	3	82	464
	501	190	691	35	—	35	726	166	10	176	902
Results.—(c.) Minor Casualties.											
Strandings	367	64	431	18	—	18	449	58	—	58	507
Other Causes	1,135	145	1,280	54	—	54	1,334	124	4	128	1,462
	1,502	209	1,711	72	—	72	1,783	182	4	186	1,969

NOTE.—For the Grand Totals of all Casualties on or near the Coasts of the United Kingdom, see Table XVII.

Casualties (excluding Collisions) to British and Foreign Vessels at Home—*cont.*

Table V. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing also the TRADES in which they occurred, *i.e.*, Coasting, Oversea, or Fishing Trade, and distinguishing the Casualties to VESSELS belonging to the UNITED KINGDOM, the Casualties to COLONIAL VESSELS, and the Casualties to FOREIGN VESSELS; and further distinguishing the Casualties to STEAM VESSELS and the Casualties to SAILING VESSELS.

CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.										
Nature of Casualty.	Vessels belonging to the United Kingdom.										Vessels belonging to the Colonies.									
	Sailing.					Steam.					Sailing.					Steam.				
	Coast- ing.	Over- sea.	Fishing Vessels.	Passing the United Kingdom but bound from and to Ports out of the United Kingdom.	Total.	Coast- ing.	Over- sea.	Passing the United Kingdom, but bound from and to Ports out of the United Kingdom.	Total.	In the Coast- ing Trade of the United King- dom.	Bound from and to British Ports, but not in British Coasting Trade.	Passing the United Kingdom, but bound from and to Ports out of the United Kingdom.	In the Coast- ing Trade of the United King- dom.	Bound from and to British Ports, but not in British Coasting Trade.	Passing the United Kingdom, but bound from and to Ports out of the United Kingdom.	Total.				
Results.—(a.) Total Losses.																				
Foundering -	39	3	6	—	52	1	—	—	1	53	—	4	1	—	—	—	5	58		
Strandings -	141	28	32	1	224	3	4	—	7	231	—	110	14	—	—	—	124	355		
Other Causes -	8	1	2	1	14	—	—	—	—	14	—	1	—	—	—	—	2	16		
Missing Vessels	13	—	4	—	17	—	—	—	—	17	—	—	—	—	—	—	—	17		
	201	32	44	2	307	4	4	—	8	315	—	115	15	—	—	1	131	446		
Results.—(b.) Serious Casualties.																				
Strandings -	189	51	10	2	324	1	17	2	20	344	7	67	13	—	6	1	94	438		
Other Causes	153	74	20	2	367	3	11	1	15	382	2	65	12	—	3	—	82	464		
	342	125	30	4	691	4	28	3	35	726	9	132	25	—	9	1	176	902		
Results.—(c.) Minor Casualties.																				
Strandings -	282	52	32	1	431	3	14	1	18	449	3	51	4	—	—	—	58	507		
Other Causes	759	258	114	4	1,280	10	44	—	54	1,334	3	98	23	—	4	—	128	1,462		
	1,041	310	146	5	1,711	13	58	1	72	1,783	6	149	27	—	4	—	186	1,969		

Casualties (excluding Collisions) to British and Foreign Vessels at Home—*cont.*

WHEREABOUTS OF CASUALTIES.

Table VI. NUMBER of SEA CASUALTIES (excluding Collisions) to BRITISH and FOREIGN VESSELS, classified according to NATURE and RESULTS, which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the PARTS of the COAST on or near which they occurred.

Nature of Casualty.	Fern Islands to Flamborough Head.	Flamborough Head to North Foreland.	North Foreland to St. Catherine's Point.	St. Catherine's Point to Start Point.	Start Point to Land's End.	Land's End to Hartland Point (including Scilly).	Hartland Point to St. David's Head.	St. David's Head and Carnarvon Point to Land's End and Skerries (Anglesea).	Skerries (Anglesea) Head and Lambay Island to Fair Head and Mull of Cantire.	Cape Wrath to Buchan Ness.	Buchan Ness to Fern Islands.	All other Parts of the Coast.	At Sea.	Gross Total.
Results.—(a.) Total Losses.														
Foundering	7	10	3	—	1	4	7	4	12	4	3	3	—	58
Strandings	44	47	7	10	7	10	18	26	66	48	52	20	—	355
Other Causes	3	4	—	1	—	—	3	—	4	—	—	1	—	16
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	17	17
	54	61	10	11	8	14	28	30	82	52	55	24	17	446
Results.—(b.) Serious Casualties.														
Strandings	38	105	29	12	10	7	22	42	90	21	43	19	—	438
Other Causes	48	105	41	24	16	19	43	35	58	16	33	26	—	464
	86	210	70	36	26	26	65	77	148	37	76	45	—	902
Results.—(c.) Minor Casualties.														
Strandings	31	133	56	30	21	10	23	22	123	18	24	16	—	507
Other Causes	89	272	167	72	123	119	184	93	215	22	49	57	—	1,462
	120	405	223	102	144	129	207	115	338	40	73	73	—	1,969

CASUALTIES (EXCLUDING COLLISIONS) TO BRITISH VESSELS AT HOME.

CARGOES OF THE VESSELS.

Table VII. NUMBER OF SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, which occurred to BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the nature of the CARGOES carried by the Vessels to which the Casualties occurred.

Nature of Casualty.	Results.—(a.) Total Losses.																						Gross Total.	
	Ballast.	Timber.	Grain.	Coal.	Metallic Ores, &c.	Machinery, Wrought Iron, &c.	Stone, Slate, Lime, Bricks, Clay, and Cement.	Salt, Soda, Potash, &c.	Guano, &c.	Dung, &c.	Hay, Straw, &c.	Sugar, Molasses, &c.	Tea, Coffee, Spices, &c.	Potatoes, Fruit, &c.	Cotton, Wool, &c.	Wine, Spirits, &c.	Fish, Oil, &c.	General.	Explosive Oils.	Fishing Vessels.	Various.	Unknown.		
Founderings	7	—	1	15	8	1	12	2	—	—	—	—	—	1	—	—	—	—	—	—	6	—	—	53
Strandings	58	12	5	71	10	4	17	2	—	4	—	1	—	4	—	—	—	—	8	—	32	3	—	231
Other Causes	2	—	—	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	2	—	14
Missing Vessels	2	—	2	6	—	2	—	—	—	—	—	—	—	—	—	—	—	—	1	—	4	—	—	17
	69	12	8	99	18	7	29	4	—	4	—	1	—	6	—	—	—	—	9	1	44	5	—	315
Results.—(b.) Serious Casualties.																								
Strandings	72	18	24	87	22	11	34	7	5	3	1	1	—	2	2	2	2	4	29	1	10	7	2	344
Other Causes	74	11	25	93	15	14	46	5	12	7	2	1	—	1	1	1	1	2	46	—	20	6	—	382
	146	29	49	180	37	25	80	12	17	10	3	2	—	3	3	3	3	6	75	1	30	13	2	726
Results.—(c.) Minor Casualties.																								
Strandings	112	7	20	109	22	5	69	2	9	5	1	2	—	5	—	—	—	6	32	1	32	10	—	449
Other Causes	212	41	58	383	85	21	188	31	34	24	—	2	—	21	4	2	2	8	74	1	114	31	—	1,384
	324	48	78	492	107	26	257	33	43	29	1	4	—	26	4	2	2	14	106	2	146	41	—	1,783

Casualties (excluding Collisions) to British Vessels at Home—*cont.*

TONNAGE of the VESSELS.

Table VIII. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, which occurred to BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the *APPROXIMATE TONNAGE of the Vessels to which the Casualties occurred.

Nature of Casualty.	*Under 15 tons.	15 to 50 tons.	51 to 100 tons.	101 to 200 tons.	201 to 300 tons.	301 to 400 tons.	401 to 500 tons.	501 to 1,000 tons.	1,001 to 1,500 tons.	1,501 to 2,000 tons.	2,001 to 3,000 tons.	3,001 to 4,000 tons.	4,001 to 5,000 tons.	5,001 tons and upwards.	Gross Totals.
Results.—(a.) Total Losses.															
Foundering	7	19	17	6	1	2	1	—	—	—	—	—	—	—	53
Strandings	18	62	61	47	17	6	6	11	2	—	1	—	—	—	231
Other Causes	3	3	4	1	1	1	—	1	—	—	—	—	—	—	14
Missing Vessels	2	3	9	3	—	—	—	—	—	—	—	—	—	—	17
	30	87	91	57	19	9	7	12	2	—	1	—	—	—	315
Results.—(b.) Serious Casualties.															
Strandings	2	55	111	73	32	16	13	32	9	—	1	—	—	—	344
Other Causes	10	73	88	87	34	16	23	38	11	2	—	—	—	—	332
	12	128	199	160	66	32	36	70	20	2	1	—	—	—	726
Results.—(c.) Minor Casualties.															
Strandings	17	111	144	97	29	11	10	22	6	—	2	—	—	—	449
Other Causes	27	263	474	360	78	29	31	50	18	3	1	—	—	—	1,334
	44	374	618	457	107	40	41	72	24	3	3	—	—	—	1,783

* This table is cumulative, many vessels having met with more than one casualty.

Casualties (excluding Collisions) to British Vessels at Home—*cont.*

Table IX. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, which occurred to BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the AGES of the VESSELS to which the Casualties occurred.

Nature of Casualty.	Under 3 Years.	3 and not exceeding 7 Years.	8 and not exceeding 10 Years.	11 and not exceeding 14 Years.	15 and not exceeding 20 Years.	21 and not exceeding 30 Years.	31 and not exceeding 40 Years.	41 and not exceeding 50 Years.	51 and not exceeding 60 Years.	61 and not exceeding 70 Years.	71 and not exceeding 80 Years.	81 and not exceeding 90 Years.	91 and not exceeding 100 Years.	101 Years and upwards.	Un-known.	Gross Total.
Results.—(a.) Total Losses.																
Foundering -	—	4	3	5	5	9	10	7	2	1	—	2	—	—	5	53
Strandings -	10	21	21	25	34	48	37	12	6	6	2	2	—	—	7	231
Other Causes -	—	4	1	—	1	3	1	1	1	—	—	1	—	—	1	14
Missing Vessels -	2	2	—	1	5	2	1	2	—	—	—	—	—	—	2	17
	12	31	25	31	45	62	49	22	9	7	2	5	—	—	15	315
Results.—(b.) Serious Casualties.																
Strandings -	33	61	35	44	51	47	35	14	11	5	4	—	1	—	3	344
Other Causes -	26	78	36	49	55	63	45	12	5	3	2	—	—	—	8	382
	59	139	71	93	106	110	80	26	16	8	6	—	1	—	11	726
Results.—(c.) Minor Casualties.																
Strandings -	41	58	41	60	89	57	59	16	6	7	5	—	2	—	8	449
Other Causes -	109	168	133	177	248	190	155	52	40	11	11	4	2	—	34	1,334
	150	226	174	237	337	247	214	68	46	18	16	4	4	—	42	1,783

Casualties (excluding Collisions) to British Vessels at Home—*cont.*

BUILD of VESSELS, *i.e.*, IRON, COMPOSITE, or WOOD.

Table X. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, which occurred to BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, distinguishing Vessels registered in the UNITED KINGDOM from Vessels registered in the COLONIES, and showing the Materials of which the VESSELS were constructed.

Nature of Casualty.	Casualties to Vessels belonging to the United Kingdom.						Casualties to Colonial Vessels.						TOTALS.			
	Sailing.			Steam.			Sailing.			Steam.						
	Iron.	Wood.	Com- posite.	Iron.	Wood.	Com- posite.	Iron.	Wood.	Com- posite.	Iron.	Wood.	Com- posite.	Iron Vessels.	Composite Vessels.	Wooden Vessels.	Gross TOTALS.
Results.—(a.) Total Losses.																
Founderings -	—	48	—	4	—	—	48	—	—	—	—	—	1	4	49	53
Strandings -	2	200	—	19	3	21	203	—	7	—	—	—	7	21	210	231
Other Causes -	—	12	—	—	2	—	14	—	—	—	—	—	—	—	14	14
Missing Vessels -	—	17	—	—	—	—	17	—	—	—	—	—	—	—	17	17
	2	277	—	23	5	25	282	—	8	—	—	—	8	25	290	315
Results.—(b.) Serious Casualties.																
Strandings -	2	250	—	68	4	70	254	—	—	—	—	—	20	70	274	344
Other Causes -	4	245	—	99	18	103	263	—	—	—	—	—	15	103	278	382
	6	495	—	167	22	173	517	—	—	—	—	—	35	173	552	726
Results.—(c.) Minor Casualties.																
Strandings -	6	1	360	61	—	3	368	—	—	—	—	—	18	67	381	449
Other Causes -	24	4	1,107	136	1	8	1,115	—	—	—	—	—	54	160	1,169	1,334
	30	5	1,467	197	1	11	1,478	—	—	—	—	—	72	227	1,550	1,783

CASUALTIES (EXCLUDING COLLISIONS AND MISSING VESSELS) TO BRITISH AND FOREIGN
VESSELS ARISING FROM STRESS OF WEATHER AT HOME.

DIRECTION of WIND.

Table XI. NUMBER of SEA CASUALTIES (excluding Collisions and Missing Vessels) to British and Foreign Vessels arising from STRESS of WEATHER, classified according to NATURE and RESULTS, which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the DIRECTION of the WIND when the Casualties occurred.

Nature of Casualty.	Direction of Wind.																										Gross Total.																					
	N.	N. by E.	N.N.E.	N.E. by N.	N.E.	N.E. by E.	E.S.E.	E. by S.	E.	E. by N.	E. by S.	E.N.E.	N.E. by E.	N.E.	N.E. by N.	N.	N. by E.	N.N.E.	N.E. by N.	N.E.	N.E. by E.	E.S.E.	E. by S.	E.	E. by N.	E. by S.	S.S.E.	S. by E.	S.	S. by W.	S.W.	S.W. by S.	S.W.	S.W. by W.	W.S.W.	W. by S.	W.	W. by N.	W.N.W.	N.W. by W.	N.W.	N.W. by N.	N.N.W.	N. by W.	Variable and Unknown.	Gross Total.		
Results.—(a.) Total Losses.																																																
Founderings	-	-	1	-	2	-	3	-	1	-	1	-	4	-	2	-	2	-	2	-	2	-	1	-	2	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28		
Strandings	-	1	5	-	12	-	24	2	38	1	33	1	33	1	13	3	14	-	7	-	9	-	4	1	4	1	5	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	
Other Causes	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
	1	1	7	-	14	-	25	2	42	1	37	1	14	3	14	-	9	-	11	-	7	-	5	1	6	1	10	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	228	
Results.—(b.) Serious Casualties.																																																
Strandings	5	-	1	-	6	-	7	1	16	5	27	2	17	2	5	-	7	-	5	1	13	-	2	-	5	-	3	-	9	1	6	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	148
Other Causes	-	1	1	-	1	-	4	-	15	2	29	1	21	2	14	1	16	2	23	1	38	-	16	1	10	-	9	-	16	-	11	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237
	6	1	2	-	7	-	11	1	31	7	56	3	38	4	19	1	23	2	28	2	51	-	18	1	15	-	12	-	25	1	17	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	385
Results.—(c.) Minor Casualties.																																																
Strandings	4	1	2	-	2	-	3	-	9	2	14	-	19	-	2	2	5	2	3	-	8	-	5	1	4	1	8	-	11	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	112
Other Causes	-	39	14	1	23	-	23	6	42	6	57	4	98	5	82	4	65	7	101	3	123	6	71	5	53	5	65	3	79	4	61	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,060
	43	4	16	1	25	-	26	6	51	8	71	4	117	5	84	6	70	9	104	3	131	6	76	6	57	6	73	3	90	4	65	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,172

Casualties (excluding Collisions and Missing Vessels) to British and Foreign Vessels arising from Stress of Weather at Home—*cont.*

FORCE of WIND.

Table XII. NUMBER of SEA CASUALTIES (excluding Collisions and Missing Vessels) to British and Foreign Vessels arising from STRESS of WEATHER, classified according to NATURE and RESULTS, which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the FORCE* of the WIND when the Casualties occurred.

Nature of Casualty.	Force 0.	Force 1.	Force 2.	Force 3.	Force 4.	Force 5.	Force 6.	Force 7.	Force 8.	Force 9.	Force 10.	Force 11.	Force 12.	Variable.	Unknown.	Gross Total.
Results.—(a.) Total Losses.																
Foundering -	—	—	—	—	—	—	—	9	1	10	7	1	—	—	—	28
Strandings -	—	—	—	—	—	—	—	30	39	66	27	34	2	—	—	198
Other Causes -	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	2
	—	—	—	—	—	—	—	41	40	76	34	35	2	—	—	228
Results.—(b.) Serious Casualties.																
Strandings -	—	—	—	—	—	—	—	22	23	53	33	12	5	—	—	148
Other Causes -	—	—	—	—	—	—	—	55	26	61	58	27	10	—	—	237
	—	—	—	—	—	—	—	77	49	114	91	39	15	—	—	385
Results.—(c.) Minor Casualties.																
Strandings -	—	—	—	—	—	—	—	16	20	34	29	9	4	—	—	112
Other Causes -	—	—	—	—	—	—	—	286	210	287	205	57	15	—	—	1,060
	—	—	—	—	—	—	—	302	230	321	234	66	19	—	—	1,172

* Figures to denote the Force of the Wind.

10. Calm.	-	Just sufficient to give steerage way.	-	5. Fresh Breeze	-	Royals, &c.	-	10. Whole Gale	-	In which she could just bear close-reefed
11. Light Airs	-		-	6. Strong Breeze	-	In which she could	-	Main Topsail and reefed Foresail.	-	
12. Light Breeze	-	With which a Ship with all Sail	1 to 2 knots.	7. Moderate Gale	-	just carry in chase,	-	Under Storm Staysail.	-	
13. Gentle Breeze	-	set and clean full	would go in } 3 to 4	8. Fresh Gale	-	full and by	-	Under Bare Poles.	-	

Table XIII. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, which occurred to BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the CAUSES to which they were due.

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[Part II.
Table 13.]

CASUALTIES (EXCLUDING COLLISIONS) TO BRITISH VESSELS AT HOME.

Nature of Casualty.	CLASS I. Causes connected with the Weather.						CLASS II. Causes connected with Ships, Equipments, or Stowage.				CLASS III. Causes connected with Navigation and Seamanship.			CLASS IV. Causes connected with Machinery or Boilers.		CLASS V. Other Causes.								Gross TOTAL.									
	Gales, Hurricanes, &c.	Heavy Seas.	Calms and Currents.	Fog, &c.	Lightning.	Total of Class I.	Improper Stowage (excluding Spontaneous Combustion).	Over-loading.	Defective Hull, Masts, Rigging, inefficient Equipments, Charts, &c.	Insufficient Manning.	Total of Class II.		Error, &c. of Masters, Officers, or Crew.	Error, &c. of Pilots.	Total of Class III.	Breakdown and Explosions.	Intentional Destruction, i.e., Scuttling, Casting away, &c.	Spontaneous Combustion.	Accidental Fire.	Inevitable Accident.	Want of Lights or Buoys on Coasts or Shoals.	Want of Pilot.	Want of Power in Steam Tugs or defective Tow Ropes.	Unknown Causes.	Total of Class V.								
Results.—(a.) Total Losses.																																	
Founderings	23	7	—	—	—	30	1	1	3	1	6	2	—	2	2	—	—	—	—	—	1	—	—	—	14	15	53						
Strandings	105	7	11	25	—	148	1	1	8	1	11	50	2	52	2	2	1	—	—	7	—	2	1	7	18	231							
Other Causes	1	1	—	—	—	2	—	—	3	—	3	—	—	—	—	—	—	1	6	1	—	—	—	1	9	14							
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	17	17							
	129	15	11	25	—	180	2	2	14	2	20	52	2	54	—	2	1	1	6	9	—	2	1	39	59	315							
Results.—(b.) Serious Casualties.																																	
Strandings	119	9	20	27	—	175	—	—	14	—	14	95	11	106	—	—	—	—	—	30	3	9	1	6	49	344							
Other Causes	169	22	1	—	—	192	2	2	59	—	63	6	—	6	6	94	—	1	4	13	—	—	—	9	27	382							
	288	31	21	27	—	367	2	2	73	—	77	101	11	112	—	94	—	1	4	43	3	9	1	15	76	726							
Results.—(c.) Minor Casualties.																																	
Strandings	107	10	43	49	—	209	—	—	3	2	5	163	7	170	—	—	—	—	—	44	—	9	1	11	65	449							
Other Causes	965	75	9	—	—	1,049	2	—	98	1	101	18	2	20	2	59	—	6	1	69	—	1	1	27	105	1,334							
	1,072	85	52	49	—	1,258	2	—	101	3	106	181	9	190	—	59	—	6	1	113	—	10	2	38	170	1,783							

COLLISIONS AT HOME.

NATIONALITY of VESSELS, whether SAILING or STEAM, BRITISH or FOREIGN.

Table XIV. NUMBER of SEA CASUALTIES arising from COLLISION, classified according to RESULTS,* which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, in Half-yearly Periods, distinguishing Collisions between BRITISH VESSELS from Collisions between BRITISH VESSELS and FOREIGN VESSELS, and showing also the Number of Collisions between FOREIGN VESSELS.

1st July to 31st December 1876.

Result of Collision.	Collisions between British Vessels.			Collisions between British and Foreign Vessels.				Number of Collisions in which British Vessels were involved.	Number of Collisions between Foreign Vessels.	Gross Total of all Collisions on or near the Coasts of the United Kingdom.
	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.			
Total Losses -	9	1	10	3	6	1	—	30	4	34
Serious Casualties -	24	13	21	25	21	1	1	106	7	113
Minor Casualties -	119	10	53	39	12	4	—	237	8	245
	152	24	84	67	39	6	1	373	19	392

1st January to 30th June 1877.

Result of Collision.	Collisions between British Vessels.			Collisions between British and Foreign Vessels.				Total Number of Collisions in which British Vessels were involved.	Number of Collisions between Foreign Vessels.	Gross Total of all Collisions on or near the Coasts of the United Kingdom.
	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.			
Total Losses -	10	2	12	4	—	1	—	29	2	31
Serious Casualties -	35	8	26	19	10	—	2	100	5	105
Minor Casualties -	170	9	55	58	11	3	2	308	11	319
	215	19	93	81	21	4	4	437	18	455

* As collisions sometimes occur in which both vessels are totally lost, the number of collisions resulting in total loss as shown in this Table will not be found to correspond with the actual number of ships lost by collision.

Result of Collision.	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Steamer.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.	Number of Collisions in which British Vessels were involved.	Number of Collisions between Foreign Vessels.	Total of all Collisions on or near the Coasts of the United Kingdom.
Total Losses	19	3	22	7	6	2	—	59	6	65
Serious Casualties	59	21	47	44	31	1	3	206	12	218
Minor Casualties	289	19	108	97	23	7	2	545	19	564
	367	43	177	148	60	10	5	810	37	847

NOTE.—For the Grand Totals of all Casualties on or near the Coasts of the United Kingdom, see Table XVII.

TIME of COLLISIONS, *i.e.*, DAY or NIGHT.

Table XV. NUMBER of SEA CASUALTIES arising from COLLISION, which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, distinguishing Collisions by DAY from Collisions by NIGHT, and further distinguishing Collisions happening with Both Vessels under Weigh from those happening with One Vessel under Weigh and the Other at Anchor, and Collisions arising from Vessels breaking from Anchors, &c.

Time of Collision.	Collisions between Two Steam Vessels.		Collisions between Two Sailing Vessels.		Collisions between a Steam Vessel and a Sailing Vessel.			Collisions arising from Vessels breaking from Anchors or Moorings.	Total of Collisions on or near the Coasts of the United Kingdom.
	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	Steam Vessel under Weigh and Sailing Vessel at Anchor.	Sailing Vessel under Weigh and Steam Vessel at Anchor.		
DAY { Total Losses Serious Casualties Minor Casualties	1		6		8			1	16
	6	2	20	14	15	4	2	15	78
	7	4	81	62	35	16	6	54	265
	14	6	107	76	58	20	8	70	359
NIGHT { Total Losses Serious Casualties Minor Casualties	1	1	19	3	20	4		1	49
	11	4	41	11	35	16	4	18	140
	6		100	62	44	28	3	56	299
	18	5	160	76	99	48	7	75	488
Summary.									
Total Losses Serious Casualties Minor Casualties	2	1	25	3	28	4		2	65
	17	6	61	25	50	20	6	33	218
	13	4	181	124	79	44	9	110	564
	32	11	267	152	137	68	15	145	847

CAUSES of COLLISIONS.

Table XVI. NUMBER of SEA CASUALTIES arising from COLLISION, classified according to RESULTS, which occurred on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, showing the CAUSES to which they were due.

Result of Collisions.	Parting Cables, dragging Anchors, breaking Sheer, and Fouling.	Missing Stays.	Anchoring in foul Berth.	Want of Sea Room or Crowded Navigation.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show Light.	Neglect or Misap- prehension of Steering and Sailing Rules.	Error of Pilot.	Want of Seaman- ship.	General Negligence or Want of Caution.	Inevitable Accident.	Error in Judgment.	Cause unknown.	TOTAL.
Total Losses	-	—	—	—	2	15	2	16	—	—	9	6	3	9	65
Serious Casualties	-	1	2	5	20	21	7	38	4	6	33	14	18	24	218
Minor Casualties	-	5	9	9	28	46	20	49	5	18	123	70	44	60	564
TOTAL	-	6	11	14	50	82	29	103	9	24	165	90	65	93	847

TOTALS of PRECEDING TABLES.

Table XVII. NUMBER of SEA CASUALTIES, classified according to RESULTS, which occurred to British and Foreign Vessels on or near the COASTS of the UNITED KINGDOM during each of the Ten Years ended 30th June 1877, distinguishing Casualties arising from COLLISION from other CASUALTIES.

	Collisions.										Wrecks and Casualties other than Collisions.													
	1867-8.	1868-9.	1869-70.	1870-1.	1871-2.	1872-3.	1873-4.	1874-5.	1875-6.	1876-7.	Total.	Annual Average.	1867-8.	1868-9.	1869-70.	1870-1.	1871-2.	1872-3.	1873-4.	1874-5.	1875-6.	1876-7.	Total.	Annual Average.
Wrecks and Collisions involving Total Loss.	86	102	77	83	71	80	62	61	77	65	764	76½	516	578	500	473	310	496	346	411	425	446	4,501	450½
Casualties and Collisions involving Partial Damage.	284	319	325	272	293	392	319	{ 191 * 225 407 }	{ 191 * 225 473 }	{ 218 * 564 564 }	{ 4,282 564 }	428½	911	873	912	820	847	1,236	1,076	{ *981 1,539 }	{ *851 1,706 }	{ *902 1,969 }	{ 14,653 1,462 3/10 }	1,462 3/10
TOTAL WRECKS, &c. -	370	421	402	355	364	472	381	659	775	847	5,046	504½	1,427	1,451	1,412	1,293	1,157	1,732	1,422	2,931	2,982	3,317	19,124	1,912½
Total Wrecks, Casualties, and Collisions.																								
	1867-8.	1868-9.	1869-70.	1870-1.	1871-2.	1872-3.	1873-4.	1874-5.	1875-6.	1876-7.	1877-8.	1878-9.	1879-80.	1880-1.	1881-2.	1882-3.	1883-4.	1884-5.	1885-6.	1886-7.	1887-8.	1888-9.	1889-90.	1890-1.
Wrecks, &c., involving Total Loss	602	680	577	556	381	576	408	472	502	511	526½													
Casualties, &c., involving Partial Damage.	1,195	1,192	1,237	1,092	1,140	1,628	1,395	{ *1,172 1,946 }	*1,076	*1,120	1,890½													
TOTAL WRECKS, &c. -	1,797	1,872	1,814	1,648	1,521	2,204	1,803	3,390	3,757	4,164	2,417													

P A R T I I I . — (W R E C K S A B R O A D .)

ABSTRACT of the SEA CASUALTIES reported to the BOARD OF TRADE during the Year 1876-7, as having occurred to BRITISH VESSELS ABROAD, and to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS ABROAD.

Casualties (excluding Collisions) to British Vessels.

- Table XVIII.—Where Vessels were Registered, *i.e.*, United Kingdom or in the Colonies.
 Table XIX.—Years in which the Casualties occurred (Annual Rectification).
 Table XX.—Trades of the Vessels.
 Table XXI.—Whereabouts of Casualties.

Casualties (excluding Collisions) to British and Foreign Vessels.

- Table XXII.—Colonies in which Casualties occurred.

Casualties (excluding Collisions) to British Vessels.

- Table XXIII.—Cargoes of the Vessels.
 Table XXIV.—Tonnage of the Vessels.
 Table XXV.—Ages of the Vessels.
 Table XXVI.—Build of the Vessels, *i.e.*, Iron, Composite, or Wood.
 Table XXVII.—Causes of Casualties.

Collisions.

- Table XXVIII.—Nationality of Vessels, whether Sailing or Steam, British or Foreign.
 Table XXIX.—Time of Collisions, *i.e.*, Day or Night.
 Table XXX.—Causes of Collisions.

Totals.

- Table XXXI.—Totals of preceding Tables, with Summary for Three Years and Annual Averages.
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CASUALTIES (EXCLUDING COLLISIONS) TO BRITISH VESSELS ABROAD.

WHERE VESSELS were Registered, *i.e.*, UNITED KINGDOM or in the COLONIES.

Table XVII. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, distinguishing Casualties to VESSELS belonging to the UNITED KINGDOM from Casualties to COLONIAL VESSELS, and further distinguishing Casualties to SAILING VESSELS from Casualties to STEAM VESSELS.

Nature of Casualty.	CASUALTIES TO BRITISH VESSELS.						Gross Total of Casualties to British Vessels Abroad.	
	Vessels belonging to the United Kingdom.			Vessels belonging to the Colonies.				
	Sailing.		Steam.	Total.	Sailing.	Steam.		Total.
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.		
Results.—(a.) Total Losses.								
Founderings	62	4	66	68	1	69	135	
Strandings	138	25	163	260	10	270	433	
Other Causes	23	3	26	22	2	24	50	
Missing Vessels	89	12	101	45	—	45	146	
	312	44	356	395	13	408	764	
Results.—(b.) Serious Casualties.								
Strandings	103	82	185	105	23	128	313	
Other Causes	494	192	686	212	15	227	913	
	597	274	871	317	38	355	1,226	
Results.—(c.) Minor Casualties.								
Strandings	67	109	176	35	12	47	223	
Other Causes	754	287	1,041	176	8	184	1,225	
	821	396	1,217	211	20	231	1,448	

NOTE.—For the Grand Totals of all Casualties to British Vessels Abroad and to Foreign Vessels on the Coasts of British Possessions Abroad, see Table XXXI.

Casualties (excluding Collisions) to British Vessels Abroad—*cont.*

YEARS in which the CASUALTIES occurred (ANNUAL RECTIFICATION).									
Table XIX. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, showing the YEARS in which the Casualties occurred.									
Years in which the Casualties occurred.	CASUALTIES TO BRITISH VESSELS.						Gross Total of Casualties to British Vessels Abroad.		
	Vessels belonging to the United Kingdom.			Vessels belonging to the Colonies.					
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.			
	Results.—(a.) Total Losses.								
1874	—	—	—	1	—	1	1	1	1
1875	2	—	2	14	—	14	14	16	16
1876 { January to June	24	1	25	40	1	41	41	66	66
1876 { July to December	158	31	189	263	8	271	271	460	460
1877 (January to June)	128	12	140	77	4	81	81	221	221
	312	44	356	395	13	408	408	764	764
Results.—(b.) Serious Casualties.									
1874	1	—	1	—	—	—	—	1	1
1875	5	—	5	1	—	1	1	6	6
1876 { January to June	38	11	49	22	8	30	30	79	79
1876 { July to December	350	145	495	202	21	223	223	718	718
1877 (January to June)	203	118	321	92	9	101	101	422	422
	597	274	871	317	38	355	355	1,226	1,226
Results.—(c.) Minor Casualties.									
1874	—	—	—	—	—	—	—	—	—
1875	8	—	8	—	—	—	—	8	8
1876 { January to June	58	15	73	22	4	26	26	99	99
1876 { July to December	437	201	638	125	10	135	135	773	773
1877 (January to June)	318	180	498	64	6	70	70	568	568
	821	396	1,217	211	20	231	231	1,448	1,448

Casualties (excluding Collisions) to British Vessels Abroad—*cont.*

TRADES of the VESSELS.

Table XX. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, showing the TRADES in which they occurred, *i.e.*, Coasting, Oversea, and Fishing Trades, and distinguishing the Casualties to VESSELS belonging to the UNITED KINGDOM from the Casualties to COLONIAL VESSELS, and the Casualties to SAILING VESSELS from the Casualties to STEAM VESSELS.

CASUALTIES TO BRITISH VESSELS.																							
Nature of Casualty.	Vessels belonging to the United Kingdom.									Vessels belonging to the Colonies.													
	Sailing.				Steam.					Total of Casualties belonging to the United Kingdom.				Sailing.				Steam.				Total of Casualties to Colonial Vessels.	Gross TOTAL.
	Coast-ing.	Over-sea.	Fishing Vessels.	Passing the Colonies.	Total.	Coast-ing.	Over-sea.	Passing the Colonies.	Total.	Coast-ing.	Over-sea.	Fishing Vessels.	Passing the Colonies.	Total.	Coast-ing.	Over-sea.	Passing the Colonies.	Total.					
Results.—(a.) Total Losses.																							
Foundering	2	49	11	—	62	—	4	—	4	66	27	40	1	—	68	1	—	—	69	135			
Strandings	8	123	6	1	138	4	20	1	26	163	140	86	26	8	260	8	2	—	270	433			
Other Causes	—	23	—	—	23	—	3	—	2	26	6	14	2	—	22	2	—	—	24	50			
Missing Vessels	—	54	35	—	89	—	12	—	—	101	13	32	—	—	45	—	—	—	45	146			
	10	249	52	1	312	4	39	1	44	356	186	172	29	8	395	11	2	—	408	764			
Results.—(b.) Serious Casualties.																							
Strandings	10	89	—	4	103	7	74	1	82	185	49	52	2	2	105	14	9	—	128	313			
Other Causes	6	441	47	—	494	2	187	3	192	686	26	183	3	—	212	6	9	—	227	913			
	16	530	47	4	597	9	261	4	274	871	75	235	5	2	317	20	18	—	355	1,226			
Results.—(c.) Minor Casualties.																							
Strandings	2	63	—	2	67	8	100	1	109	176	12	22	1	—	35	10	2	—	47	223			
Other Causes	11	658	85	—	754	2	283	2	287	1,041	28	145	3	—	176	4	4	—	184	1,225			
	13	721	85	2	821	10	383	3	396	1,217	40	167	4	—	211	14	6	—	231	1,448			

Casualties (excluding Collisions) to British Vessels Abroad—*cont.*

WHEREABOUTS OF CASUALTIES.

Table XXI. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, distinguishing the Casualties which occurred on or near the COASTS of BRITISH POSSESSIONS Abroad, on the COASTS of FOREIGN COUNTRIES, and in OCEANS and SEAS, and showing the YEARS in which the Casualties occurred.

Nature of Casualty.	Casualties which occurred on or near the Coasts of British Possessions abroad.				Casualties which occurred on or near the Coasts of Foreign Countries.				Casualties which occurred in Oceans and Seas.				TOTAL.			
	1874.	1875.	1876.	1877.	Total.	1874.	1875.	1876.	1877.	Total.	1874.	1875.	1876.	1877.	Total.	Total.
Results.—(a.) Total Losses.																
Foundering -	—	1	15	2	18	—	—	—	1	2	—	1	76	38	115	135
Strandings -	1	7	214	55	277	—	—	—	88	64	—	—	1	3	4	433
Other Causes -	—	—	8	4	12	—	—	—	5	1	—	—	24	8	32	50
Missing Vessels -	—	1	11	—	12	—	—	—	1	1	—	6	82	45	133	146
	1	9	248	61	319	—	—	—	95	66	—	7	183	94	284	764
Results.—(b.) Serious Casualties.																
Strandings -	—	2	105	27	134	—	—	—	109	59	168	—	7	4	11	313
Other Causes -	—	—	14	13	27	—	—	—	14	6	20	1	4	548	866	913
	—	2	119	40	161	—	—	—	123	65	188	1	4	555	877	1,226
Results.—(c.) Minor Casualties.																
Strandings -	—	—	47	17	64	—	—	—	90	67	157	—	1	—	2	223
Other Causes -	—	1	23	9	33	—	—	—	41	34	75	—	6	670	1,117	1,225
	—	1	70	26	97	—	—	—	131	101	232	—	7	671	1,119	1,448

CASUALTIES (EXCLUDING COLLISIONS) TO BRITISH AND FOREIGN VESSELS ABROAD.

COLONIES in which CASUALTIES occurred.

Table XXII. NUMBER OF SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH and FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, showing also the COLONIES in which the Casualties occurred, and distinguishing Casualties to VESSELS belonging to the UNITED KINGDOM, to COLONIAL VESSELS, and to FOREIGN VESSELS.

[illegible]

Casualties (excluding Collisions) to British and Foreign Vessels Abroad—cont.

CASUALTIES TO BRITISH VESSELS.																	CASUALTIES TO FOREIGN VESSELS.					TOTAL.			GRAND TOTAL.					
Vessels belonging to the United Kingdom.						Vessels belonging to the Colonies.						Gross Total of Casualties to British Vessels.			Gross Total of Casualties to Foreign Vessels.			Foundering.			Strandings.			Other Causes.			Missing.			
Foundering.	Strandings.	Other Causes.	Missing.	Total.		Foundering.	Strandings.	Other Causes.	Missing.	Total.		Foundering.	Strandings.	Other Causes.	Missing.	Total.		Foundering.	Strandings.	Other Causes.	Missing.	Total.		Foundering.		Strandings.	Other Causes.	Missing.	Total.	
EUROPE—cont.																														
MALTA:																														
Total Losses																														
Serious Casualties																														
Minor Casualties																														
ASIA.																														
ADEN:																														
Total Losses																														
Serious Casualties																														
Minor Casualties																														
CEYLON:																														
Total Losses																														
Serious Casualties																														
Minor Casualties																														
INDIA:																														
BRITISH BURMA:																														
Total Losses																														
Serious Casualties																														
Minor Casualties																														

Table 22—*cont.*Casualties (excluding Collisions) to British and Foreign Vessels Abroad—*cont.*Table XXII.—*continued.*

	CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.						TOTAL.				GRAND TOTAL.			
	Vessels belonging to the United Kingdom.					Vessels belonging to the Colonies.					Gross Total of Casualties to British Vessels.			Gross Total of Casualties to Foreign Vessels.										
	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Gross Total of Casualties to British Vessels.	Foundering.	Strandings.	Other Causes.	Gross Total of Casualties to Foreign Vessels.	Foundering.	Strandings.		Other Causes.	Missing.	
INDIA— <i>cont.</i>																								
EAST COAST HINDOSTAN :																								
Total Losses	-	-	7	1	-	8	1	9	-	10	-	-	-	18	-	3	-	-	3	1	19	1	4	-
Serious Casualties	-	-	4	4	-	8	-	-	-	-	-	-	-	8	-	-	-	-	-	4	4	-	-	
Minor Casualties	-	-	3	-	-	3	-	-	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	
	-	-	14	5	-	19	1	9	-	10	-	-	-	29	-	3	-	-	3	1	26	5	-	
WEST COAST HINDOSTAN :																								
Total Losses	-	-	-	-	-	-	2	2	1	5	-	-	-	5	-	1	-	-	1	2	3	1	-	
Serious Casualties	-	-	1	-	-	1	-	-	1	1	-	-	-	2	-	-	-	-	-	-	1	1	-	
Minor Casualties	-	-	-	2	-	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	2	-	
	-	-	1	2	-	3	2	2	2	6	-	-	-	9	-	-	-	-	1	2	4	4	-	
STRAITS SETTLEMENTS :																								
Total Losses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Serious Casualties	-	-	1	-	-	1	-	-	1	1	-	-	-	2	-	-	-	-	-	-	1	2	-	
Minor Casualties	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	1	1	-	
	-	-	1	2	-	3	-	-	1	1	-	-	-	4	-	-	-	-	-	1	3	-	-	
AFRICA.																								
CAPE COLONY :																								
Total Losses	-	-	9	-	-	9	-	1	-	1	-	-	-	10	-	4	-	-	-	-	14	-	-	
Serious Casualties	-	-	3	1	-	4	-	1	-	1	-	-	-	5	-	-	-	-	-	4	1	5	-	
Minor Casualties	-	-	1	5	-	6	-	-	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	
	-	-	13	6	-	19	-	2	-	2	-	-	-	21	-	4	-	-	-	-	19	6	-	

Casualties (excluding Collisions) to British and Foreign Vessels Abroad—cont.

	CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.				TOTAL.				GRAND TOTAL.	
	Vessels belonging to the United Kingdom.					Vessels belonging to the Colonies.					Gross Total of Casualties to British Vessels.		Foundering.	Strandings.	Other Causes.	Foundering.	Strandings.	Other Causes.		Missing.
	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.								
AFRICA—cont. Gold Coast : Total Losses Serious Casualties Minor Casualties	—	2	—	—	2	—	—	—	—	—	2	—	—	—	—	—	2	—	—	2
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	—	2	1	—	3	—	—	—	—	—	—	—	—	—	—	—	2	1	—	3
LAGOS : Total Losses Serious Casualties Minor Casualties	—	1	—	—	1	—	—	—	—	—	1	—	—	—	—	—	2	—	—	2
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	2	—	2
	—	1	2	—	3	—	—	—	—	—	—	—	—	—	1	—	2	2	—	4
NATAL : Total Losses Serious Casualties Minor Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1
St. HELENA : Total Losses Serious Casualties Minor Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	1	1	—	2

Casualties (excluding Collisions) to British and Foreign Vessels Abroad—cont.

	CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.					TOTAL.				GRAND TOTAL.
	Vessels belonging to the United Kingdom.					Vessels belonging to the Colonies.					Gross Total of Casualties to Foreign Vessels.	Strandings.	Other Causes.	Gross Total of Casualties to Foreign Vessels.	Foundering.	Strandings.	Other Causes.	Missing.		
	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.										
AMERICA—cont.																				
CANADA :																				
Total Losses	—	8	—	—	8	—	87	8	5	100	—	108	—	12	—	—	107	8	5	120
Serious Casualties	—	8	1	—	9	—	49	7	—	56	—	65	—	9	1	—	65	9	—	74
Minor Casualties	—	3	—	—	3	—	11	4	—	15	—	18	—	4	—	—	18	4	—	22
	—	19	1	—	20	—	147	19	5	171	—	191	—	24	1	—	190	21	5	216
FALKLAND ISLANDS :																				
Total Losses	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1	—	—	1
Serious Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minor Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NEWFOUNDLAND :																				
Total Losses	—	1	—	—	1	4	35	2	4	45	—	46	—	9	1	—	4	45	3	56
Serious Casualties	—	1	—	—	1	—	4	2	—	6	—	7	—	1	1	—	—	6	3	9
Minor Casualties	—	—	1	—	1	—	—	1	—	1	—	2	—	—	—	—	—	—	2	2
	—	2	1	—	3	4	39	5	4	52	—	55	—	10	2	—	4	51	8	67
WEST INDIES.																				
ANTIGUA :																				
Total Losses	—	1	—	—	1	—	1	—	—	1	—	2	—	—	—	—	—	2	—	2
Serious Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minor Casualties	—	—	—	—	—	—	1	—	—	1	—	1	—	—	—	—	1	—	—	1
	—	1	—	—	1	—	2	—	—	2	—	3	—	—	—	—	3	—	—	3

Table 22—*cont.*Casualties (excluding Collisions) to British and Foreign Vessels Abroad—*cont.*Table XXII.—*continued.*

	CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.					TOTAL.				GRAND TOTAL.
	Vessels belonging to the United Kingdom.					Vessels belonging to the Colonies.					Foundering.	Strandings.	Other Causes.	Gross Total of Casualties to Foreign Vessels.	Foundering.	Strandings.	Other Causes.	Missing.		
	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.										
WEST INDIES— <i>cont.</i>	-	-	-	-	-	-	7	-	-	7	-	9	-	9	-	-	-	-	-	16
	-	-	-	-	-	-	-	-	-	-	-	1	-	2	-	-	-	-	-	3
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	1	-	-	1	-	7	-	-	-	-	10	1	11	-	18	1	-	-	19
BARBADOS:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	1	-	1	-	1	-	-	1	-	-	-	-	-	1	1	-	-	2
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	1	-	1	-	1	-	-	1	-	-	-	2	-	1	1	-	-	2
CAYMANS:	-	-	-	-	-	-	6	-	-	6	-	1	-	1	-	-	-	-	-	8
	-	-	-	-	-	-	2	-	-	2	-	-	-	2	-	2	-	-	-	2
	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1
	-	2	-	-	2	-	8	-	-	8	-	1	-	10	-	11	-	-	-	11
JAMAICA:	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	3
	-	2	-	-	2	-	-	-	-	-	-	-	-	2	-	2	-	-	-	2
	-	1	-	-	1	-	1	-	-	1	-	-	-	2	-	2	-	-	-	2
	-	5	-	-	5	-	2	-	-	2	-	-	-	7	-	7	-	-	-	7

Casualties (excluding Collisions) to British and Foreign Vessels abroad—cont.

	CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.				TOTAL.				GRAND TOTAL.		
	Vessels belonging to the United Kingdom.						Vessels belonging to the Colonies.				Gross Total Casualties to British Vessels.	Foundering.	Stranding.	Other Causes.	Gross Total Casualties to Foreign Vessels.	Foundering.	Stranding.	Other Causes.		Missing.	
	Foundering.	Stranding.	Other Causes.	Missing.	Total.		Foundering.	Stranding.	Other Causes.	Missing.											Total.
WEST INDIES— <i>cont.</i> St. Kitts : Total Losses - Serious Casualties Minor Casualties	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
St. Lucia : Total Losses - Serious Casualties Minor Casualties	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
St. Vincent : Total Losses - Serious Casualties Minor Casualties	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Tobago : Total Losses - Serious Casualties Minor Casualties	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	-	-	-	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

Table XXII.—continued.

	CASUALTIES TO BRITISH VESSELS.								CASUALTIES TO FOREIGN VESSELS.				TOTAL.				GRAND TOTAL.			
	Vessels belonging to the United Kingdom.				Vessels belonging to the Colonies.				Gross Total of Casualties to British Vessels.	Foundering.	Strandings.	Other Causes.	Gross Total of Casualties to Foreign Vessels.	Foundering.	Strandings.	Other Causes.		Missing.		
	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.											Missing.	Total.
WEST INDIES—cont.																				
TRINIDAD :																				
Total Losses	—	1	—	—	1	—	—	—	—	1	—	—	—	—	—	1	—	—	1	
Serious Casualties	—	1	—	—	1	—	—	—	—	1	—	—	—	—	—	1	—	—	1	
Minor Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	—	2	—	—	2	—	—	—	—	2	—	—	—	—	—	2	—	—	2	
TURKS ISLANDS :																				
Total Losses	—	—	—	—	—	—	2	—	2	2	—	—	—	—	—	2	—	—	4	
Serious Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Minor Casualties	—	—	—	—	—	—	2	—	2	2	—	—	—	—	—	—	2	—	2	
	—	—	—	—	—	—	4	—	4	4	—	—	—	—	—	2	—	—	6	
AUSTRALIA :																				
NEW SOUTH WALES :																				
Total Losses	—	—	—	—	—	1	22	3	26	26	1	22	26	—	1	22	3	26	26	
Serious Casualties	—	2	1	—	3	—	11	1	12	15	—	11	12	—	1	14	2	16	16	
Minor Casualties	—	1	—	—	1	—	3	2	5	6	—	3	5	—	—	4	2	6	6	
	—	3	1	—	4	1	36	3	43	47	1	36	43	—	1	40	4	48	48	
QUEENSLAND :																				
Total Losses	—	2	—	—	2	—	6	—	6	8	—	6	6	—	—	8	—	—	8	
Serious Casualties	—	1	—	—	1	—	6	—	6	7	—	6	6	—	—	7	—	—	7	
Minor Casualties	—	1	—	—	1	—	2	—	2	3	—	2	2	—	—	3	—	—	3	
	—	4	—	—	4	—	14	—	14	18	—	14	14	—	—	18	—	—	18	

Casualties (excluding Collisions) to British and Foreign Vessels Abroad—cont.

	CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.						TOTAL.				GRAND TOTAL.												
	Vessels belonging to the United Kingdom.					Vessels belonging to the Colonies.					Gross Total of Casualties to Foreign Vessels.						Foundering.					Strandings.				Other Causes.				Missing.			
Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.									
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Table 22—*cont.*Casualties (excluding Collisions) to British and Foreign Vessels Abroad—*cont.*Table XXII.—*continued.*

	CASUALTIES TO BRITISH VESSELS.										CASUALTIES TO FOREIGN VESSELS.						TOTAL.				GRAND TOTAL.		
	Vessels belonging to the United Kingdom.					Vessels belonging to the Colonies.					Gross Total of Casualties to British Vessels.			Gross Total of Casualties to Foreign Vessels.									
	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Missing.	Total.	Foundering.	Strandings.	Other Causes.	Gross Total of Casualties to British Vessels.	Foundering.	Strandings.	Other Causes.	Gross Total of Casualties to Foreign Vessels.	Foundering.	Strandings.		Other Causes.	Missing.
FIJI ISLANDS:																							
Total Losses	—	—	—	—	—	1	—	—	—	1	1	—	—	—	1	—	—	—	—	1	—	—	1
Serious Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Minor Casualties	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
NEW ZEALAND:																							
Total Losses	—	1	—	—	1	3	28	—	—	31	32	29	—	—	3	16	1	—	—	32	17	—	32
Serious Casualties	—	—	—	—	—	—	16	1	—	17	17	—	—	—	—	—	—	—	—	17	—	—	
Minor Casualties	—	3	1	—	4	—	9	2	—	11	15	12	3	—	—	—	—	—	—	15	—	—	
TASMANIA:																							
Total Losses	—	—	—	—	—	2	1	—	—	3	3	57	4	—	3	—	—	—	—	64	—	—	64
Serious Casualties	—	1	—	—	1	2	1	—	—	3	3	1	—	—	2	1	—	—	—	3	1	—	3
Minor Casualties	—	1	—	—	1	—	—	—	—	—	1	—	—	—	—	1	—	—	—	1	—	—	1
Summary of Wrecks and Casualties reported during the Year 1876-7 as having occurred to British and Foreign Vessels on the Coasts of British Possessions Abroad.																							
Total Losses	—	47	1	—	48	18	230	11	12	271	319	327	13	51	18	327	13	12	370	—	—	—	370
Serious Casualties	—	37	14	—	51	—	97	13	—	110	161	150	32	21	—	150	32	—	182	—	—	—	182
Minor Casualties	—	26	21	—	47	—	38	12	—	50	97	69	33	5	—	69	33	—	102	—	—	—	102
	—	110	36	—	146	18	365	36	12	431	577	546	78	77	18	546	78	12	654	—	—	—	654

Table XXIII. NUMBER OF SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, showing the NATURE of the CARGOES carried by the Vessels to which the Casualties occurred.

Nature of Casualty.	Results.—(a.) Total Losses.																				Total.			
	Ballast.	Grain.	Timber.	Coal.	Metallic Ores, &c.	Machinery, Wrought Iron, &c.	Stone, Slate, Lime, Bricks, Clay, and Cement.	Salt, Soda, Potash, &c.	Guanos, &c.	Dung, &c.	Hay, Straw, &c.	Sugar, Molasses, &c.	Tea, Coffee, Spices, &c.	Potatoes, Fruit, &c.	Cotton, Wool, &c.	Wine, Spirits, &c.	Fish, Oil, &c.	General.	Explosive Oils.	Fishing Vessels.		Various.	Unknown.	
Founderings	-	19	20	14	17	2	1	3	4	11	2	—	4	—	3	—	—	6	13	2	12	1	1	135
Strandings	-	96	24	43	54	4	6	12	13	6	—	—	10	1	6	7	—	32	54	1	32	26	6	433
Other Causes	-	5	6	3	11	—	—	—	2	—	1	1	1	—	3	2	—	1	7	—	2	4	1	50
Missing Vessels	-	11	21	4	21	1	2	—	5	2	—	—	8	1	2	—	—	14	10	—	35	8	1	146
		131	71	64	103	7	9	15	24	19	3	1	23	2	14	9	—	53	84	3	81	39	9	764
Results.—(b.) Serious Casualties.																								
Strandings	-	56	41	39	43	8	5	8	6	8	—	—	11	2	4	4	—	10	40	3	2	16	7	313
Other Causes	-	69	104	70	150	32	15	17	43	39	12	2	52	10	12	16	1	29	156	5	50	25	4	913
		125	145	109	193	40	20	25	49	47	12	2	63	12	16	20	1	39	196	8	52	41	11	1,226
Results.—(c.) Minor Casualties.																								
Strandings	-	29	38	22	41	9	6	3	3	1	2	—	4	4	4	2	—	1	49	2	1	2	—	223
Other Causes	-	73	212	103	165	50	20	15	41	44	6	—	64	16	22	14	7	28	172	4	88	75	6	1,225
		102	250	125	206	59	26	18	44	45	8	—	68	20	26	16	7	29	221	6	89	77	6	1,448

Casualties (excluding Collisions) to British Vessels Abroad—*cont.*

TONNAGE of the VESSELS.

Table XXIV. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, showing the *APPROXIMATE TONNAGE of the Vessels to which the Casualties occurred.

Nature of Casualty.	Under 15 tons.	15 to 50 tons.	51 to 100 tons.	101 to 200 tons.	201 to 300 tons.	301 to 400 tons.	401 to 500 tons.	501 to 1,000 tons.	1,001 to 1,500 tons.	1,501 to 2,000 tons.	2,001 to 3,000 tons.	3,001 to 4,000 tons.	4,001 to 5,000 tons.	5,001 tons and upwards.	TOTALS.
Results.—(a.) Total Losses.															
Foundering	2	22	22	27	22	10	3	12	12	3	—	—	—	—	135
Strandings	6	112	68	74	54	30	21	45	18	5	—	—	—	—	433
Other Causes	—	8	5	6	4	7	4	6	10	—	—	—	—	—	50
Missing Vessels	2	34	23	26	21	7	5	12	12	4	—	—	—	—	146
	10	176	118	133	101	54	33	75	52	12	—	—	—	—	764
Results.—(b.) Serious Casualties.															
Strandings	5	38	33	45	38	31	17	81	21	3	—	1	—	—	313
Other Causes	1	43	64	149	127	97	73	217	105	27	9	1	—	—	913
	6	81	97	194	165	128	90	298	126	30	9	2	—	—	1,226
Results.—(c.) Minor Casualties.															
Strandings	1	9	14	22	31	22	23	77	16	5	1	2	—	—	223
Other Causes	2	70	122	229	175	108	86	310	99	17	7	—	—	—	1,225
	3	79	136	251	206	130	109	387	115	22	8	2	—	—	1,448

* This table is cumulative, many vessels having met with more than one casualty.

Casualties (excluding Collisions) to British Vessels Abroad—*cont.*

Table XXV. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, showing the AGES of the Vessels to which the Casualties occurred.

Nature of Casualty	Results.—(a.) Total Losses.															
	Under 3 Years.	3 and not ex- ceeding 7 Years.	8 and not ex- ceeding 10 Years.	11 and not ex- ceeding 14 Years.	15 and not ex- ceeding 20 Years.	21 and not ex- ceeding 30 Years.	31 and not ex- ceeding 40 years.	41 and not ex- ceeding 50 Years.	51 and not ex- ceeding 60 Years.	61 and not ex- ceeding 70 Years.	71 and not ex- ceeding 80 Years.	81 and not ex- ceeding 90 Years.	91 and not ex- ceeding 100 Years.	101 Years and Upwards.	Unknown.	Total.
Foundering Strandings Other Causes Missing Vessels	16	30	12	31	16	19	6	1	1	—	—	—	—	—	3	135
	48	81	65	82	76	51	15	4	2	—	—	—	—	—	9	433
	6	11	4	9	13	4	1	—	—	—	—	1	—	—	1	50
	29	35	18	19	24	10	4	2	2	—	—	—	—	—	3	146
	99	157	99	141	129	84	26	7	5	—	—	1	—	—	16	764
Results.—(b.) Serious Casualties.																
Strandings Other Causes	48	98	44	51	29	30	5	3	1	—	—	—	—	—	4	313
	130	252	116	154	123	99	21	1	2	—	—	1	—	—	14	913
	178	350	160	205	152	129	26	4	3	—	—	1	—	—	18	1,226
Results.—(c.) Minor Casualties.																
Strandings Other Causes	39	80	25	41	19	16	1	1	1	—	—	—	—	—	—	223
	164	356	174	236	156	100	23	6	3	—	2	—	—	—	5	1,225
	203	436	199	277	175	116	24	7	4	—	2	—	—	—	5	1,448

Casualties (excluding Collisions) to British Vessels Abroad—*cont.*

BUILD of the VESSELS, *i.e.*, IRON, COMPOSITE, or WOOD.
Table XXVI. NUMBER of SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, showing the MATERIALS of which the VESSELS were constructed.

Description of Casualty.	Vessels belonging to the United Kingdom.										Vessels belonging to the Colonies.										TOTALS.			GROSS TOTAL.	
	Sailing.			Steam.			Total.				Sailing.			Steam.			Total.				Iron Vessels.	Composite Vessels.	Wooden Vessels.		
	Iron.	Com- posite.	Wood.	Iron.	Com- posite.	Wood.	Iron.	Com- posite.	Wood.	Iron.	Com- posite.	Wood.	Iron.	Com- posite.	Wood.										
	Results.—(a.) Total Losses.																								
Foundering	3	1	58	4	—	—	7	1	58	—	—	68	1	—	—	1	—	68	8	1	126	135			
Strandings	14	—	124	23	—	2	37	—	126	1	—	259	4	1	5	5	1	264	42	1	390	433			
Other Causes	2	3	18	3	—	—	5	3	18	—	—	22	—	—	2	—	—	24	5	3	42	50			
Missing Vessels	12	1	76	12	—	—	24	1	76	—	—	45	—	—	—	—	—	45	24	1	121	146			
	31	5	276	42	—	2	73	5	278	1	—	394	5	1	7	6	1	401	79	6	679	764			
Results.—(b.) Serious Casualties.																									
Strandings	12	2	89	82	—	—	94	2	89	—	—	105	12	1	10	12	1	115	106	3	204	313			
Other Causes	64	8	422	190	—	2	254	8	424	1	—	211	6	2	7	7	2	218	261	10	642	913			
	76	10	511	272	—	2	348	10	513	1	—	316	18	3	17	19	3	333	367	13	846	1,226			
Results.—(c.) Minor Casualties.																									
Strandings	7	4	56	108	—	—	1	115	4	57	—	—	35	7	1	4	7	1	39	122	5	96	223		
Other Causes	72	22	660	285	—	—	2	357	22	662	4	1	171	7	—	1	11	1	172	368	23	834	1,225		
	79	26	716	393	—	—	3	472	26	719	4	1	206	14	1	5	18	2	211	490	28	930	1,448		

Table XXVII. NUMBER OF SEA CASUALTIES (excluding Collisions), classified according to NATURE and RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, showing the CAUSES to which they were due.

Nature of Casualty.	CLASS I. Causes connected with the Weather.				CLASS II. Causes connected with the Ships, Equipments, or Stowage.				CLASS III. Causes connected with Navigation and Seamanship.				CLASS IV. Causes connected with Machinery or Boilers.		CLASS V. Various Causes.								TOTAL.				
	Causes connected with the Weather.				Causes connected with the Ships, Equipments, or Stowage.				Causes connected with Navigation and Seamanship.				Causes connected with Machinery or Boilers.		Various Causes.												
	Gales, Hurricanes, &c.	Heavy Seas.	Calms and Currents.	Fog, &c.	Lightning.	Total of Class I.	Improper Stowage (excluding Spontaneous Combustion).	Over-loading.	Defective Hull, Masts, Rigging, Inefficient Equipments, Charts, &c.	Insufficient Manning.	Total of Class II.	Error, &c. of Masters, Officers, or Crew.	Error, &c. of Pilots.	Total of Class III.	Breakdown and Explosions.	Intentional Destruction, i.e., Scuttling, Casting away.	Spontaneous Combustion.	Accidental Fire.	Inevitable Accident.	Want of Lights or Buoys on Coasts or Shoals.	Want of Pilots.	Want of Power of Steam Tugs or defective Tow Ropes.		Unknown Causes.	Total of Class V.		
Foundering -	88	12	—	—	—	100	1	—	18	—	19	2	—	2	1	—	1	—	—	—	—	—	—	12	13	135	
Strandings -	189	9	36	29	1	264	—	—	15	—	15	80	6	86	1	—	—	—	—	20	3	4	3	37	67	433	
Other Causes -	12	1	—	—	—	13	—	—	3	—	3	—	—	—	—	1	12	13	7	—	—	—	1	34	50		
Missing Vessels -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	146	146	146		
	289	22	36	29	1	377	1	—	36	—	37	82	6	88	2	—	2	12	13	27	3	4	3	196	260	764	
Results.—(a.) Total Losses.																											
Strandings -	73	9	29	34	—	145	1	—	13	1	15	60	21	81	—	—	—	—	—	36	8	2	6	20	72	313	
Other Causes -	695	26	—	—	2	723	2	4	23	—	29	—	1	1	109	—	—	5	7	26	—	—	—	13	51	913	
	768	35	29	34	2	868	3	4	36	1	44	60	22	82	109	—	—	5	7	62	8	2	6	33	123	1,226	
Results.—(b.) Serious Casualties.																											
Strandings -	22	5	25	22	—	74	—	—	6	—	6	39	35	74	—	—	—	—	—	34	10	2	23	—	69	223	
Other Causes -	957	47	4	1	2	1,011	2	2	31	1	36	7	1	8	53	—	—	22	16	58	—	—	—	21	117	1,225	
	979	52	29	23	2	1,085	2	2	37	1	42	46	36	82	53	—	—	22	16	92	10	2	23	21	186	1,448	
Results.—(c.) Minor Casualties.																											

COLLISIONS ABROAD.

NATIONALITY of VESSELS, whether Sailing or Steam, BRITISH or FOREIGN.

Table XXVIII. NUMBER of SEA CASUALTIES arising from COLLISION, classified according to RESULTS,* reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, and to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions between BRITISH VESSELS from Collisions between BRITISH VESSELS and FOREIGN VESSELS, and showing also the Number of Collisions between FOREIGN VESSELS.

Result of Casualty.	Collisions between British Vessels.			Collisions between British and Foreign Vessels.				Total Number of Collisions in which British Vessels were involved.	Number of Collisions between Foreign Vessels.	Total of all Collisions.
	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.			
Total Losses	7	2	6	2	2	2	4	25	—	25
Serious Casualties	33	17	13	32	6	5	5	111	2	113
Minor Casualties	56	21	23	47	48	10	16	221	3	224
	96	40	42	81	56	17	25	357	5	362

NOTE.—For the Grand Totals of all Casualties to British Vessels Abroad and to Foreign Vessels on the Coasts of British Possessions Abroad, see Table XXVIII.

TIME of COLLISIONS, i.e., DAY or NIGHT.

Table XXIX. NUMBER of SEA CASUALTIES arising from COLLISION, classified according to Results,* reported during the Year 1876-7, as having occurred to BRITISH VESSELS Abroad, and to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions by DAY from Collisions by NIGHT, and further distinguishing Collisions happening with Both Vessels under Weigh, from Collisions happening with One vessel under Weigh and the Other at Anchor, and Collisions arising from Vessels breaking from Anchors, &c.

Time of Collision.	Collisions between Two Steam Vessels.		Collisions between Two Sailing Vessels.		Collisions between a Steam Vessel and a Sailing Vessel.			Collisions arising from Vessels breaking from Anchors or Moorings.	Total Number of Collisions.
	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	Steam Vessel under Weigh and Sailing Vessel at Anchor.	Sailing Vessel under Weigh and Steam Vessel at Anchor.		
DAY { Total Losses Serious Casualties Minor Casualties	—	—	4	1	3	—	—	—	8
	7	6	19	4	6	—	1	9	52
	11	6	34	11	30	12	1	14	119
	18	12	57	16	39	12	2	23	179

* As collisions sometimes occur in which both the vessels are totally lost, the number of collisions resulting in total loss, as shown in this Table, will not be found to correspond with the actual number of ships

Time of Collision.	Collisions between Two Steam Vessels.		Collisions between Two Sailing Vessels.		Collisions between a Steam Vessel and a Sailing Vessel.			Collisions arising from Vessels breaking from Anchors or Moorings.	Total Number of Collisions.
	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	Steam Vessel under Weigh and Sailing Vessel at Anchor.	Sailing Vessel under Weigh and Steam Vessel at Anchor.		
Night { Total Losses Serious Casualties Minor Casualties	5	1	3	—	6	1	—	1	17
	7	2	32	4	11	2	1	2	61
	5	4	44	4	29	7	1	11	105
	17	7	79	8	46	10	2	14	183
SUMMARY.									
Total Losses Serious Casualties Minor Casualties	5	1	7	1	9	1	—	1	25
	14	8	51	8	17	2	2	11	113
	16	10	78	15	59	19	2	25	224
	35	19	136	24	85	22	4	37	362

CAUSES OF COLLISIONS.

Table XXX. NUMBER OF SEA CASUALTIES arising from COLLISION, classified according to RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad and to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, showing the CAUSES to which they were due.

Result of Collisions.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling.	Missing Stays.	Anchoring in a Foul Berth.	Want of Sea Room, or Crowded Navigation.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show Lights.	Neglect or Misapprehension of Steering and Sailing Rules.	Error of Pilot.	Want of Seaman-ship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause Unknown.	TOTAL.
Total Losses	1	—	—	—	2	2	—	4	1	1	6	1	3	4	25
Serious Casualties	4	—	1	1	8	8	4	26	1	4	13	9	7	27	113
Minor Casualties	16	—	4	8	17	14	13	18	5	2	28	33	15	51	224
	21	—	5	9	27	24	17	48	7	7	47	43	25	82	362

TOTALS of PRECEDING TABLES, with Summary.

Table XXXI. NUMBER of SEA CASUALTIES, including Collisions, classified according to RESULTS, reported during the Year 1876-7 as having occurred to BRITISH VESSELS Abroad, and to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, showing the YEARS in which the Casualties occurred, and distinguishing the Casualties arising from COLLISION from other Casualties, with Summary for Three Years and Annual Averages.

Result of Casualties.	Number of Wrecks and Casualties arising from Collision.					Number of Wrecks and Casualties other than Collisions.					Total Number of Wrecks, Casualties, and Collisions.							
	1874.	1875.	1876 Jan. to June.	1876 July to Dec.	1877 Jan. to June.	Total Number of Casualties arising from Collision reported during the Year 1876-7.	1874.	1875.	1876 Jan. to June.	1876 July to Dec.	1877 Jan. to June.	Total Number of Wrecks and Casualties other than Collisions reported during the Year 1876-7.	1874.	1875.	1876 Jan. to June.	1876 July to Dec.	1877 Jan. to June.	Total Number of Wrecks, Casualties and Collisions reported during the Year 1876-7.
Total Losses	-	-	-	19	6	25	1	17	74	491	232	815	1	17	74	510	238	840
Serious Casualties	-	-	9	71	33	113	1	6	81	730	429	1,247	1	6	90	801	462	1,360
Minor Casualties	-	-	13	119	92	224	—	8	102	774	569	1,453	—	8	115	893	661	1,677
	-	-	22	209	131	362	2	31	257	1,995	1,230	3,515	2	31	279	2,204	1,361	3,877

Summary for Three Years and Averages.

	Collisions.					Wrecks and Casualties other than Collisions.				
	1874-5.	1875-6.	1876-7.	Total.	Annual Average.	1874-5.	1875-6.	1876-7.	Total.	Annual Average.
Wrecks and Collisions involving Total Loss Casualties and Collisions involving Serious Damage Minor Casualties and Collisions	34 148 310 492	26 141 319 486	25 113 224 362	85 402 853 1,340	28½ 134 284½ 446⅔	670 1,039 1,212 2,921	620 1,056 1,282 2,958	815 1,247 1,453 3,515	2,105 3,342 3,947 9,394	701⅔ 1,114 1,315⅔ 3,131½
Total Wrecks, Casualties, and Collisions during Three Years.										
	1874-5.	1875-6.	1876-7.	Total.	Annual Average.					
Wrecks and Collisions involving Total Loss Casualties and Collisions involving Serious Damage Minor Casualties and Collisions	704 1,187 1,522 3,413	646 1,197 1,601 3,444	840 1,360 1,677 3,877	2,190 3,744 4,800 10,734	730 1,248 1,600 3,578					

P A R T I V.—(LIVES LOST.)

ABSTRACT of the **LIVES LOST** by **SEA CASUALTIES** on or near the **COASTS** of the **UNITED KINGDOM** during the Year 1876-7, and of the **LIVES LOST** in **BRITISH VESSELS ABROAD**, and in **FOREIGN VESSELS** on the **COASTS** of **BRITISH POSSESSIONS ABROAD**, reported during the same Period.

Lives Lost in British Vessels at Home.

Table XXXII.—Where Vessels were registered, *i.e.*, United Kingdom or in the Colonies.

Lives Lost in British Vessels Abroad.

Table XXXIII.—Years in which the Lives were Lost (Annual Rectification).

Table XXXIV.—Totals of preceding Tables.

Lives Lost in Foreign Vessels at Home and in British Possessions Abroad.

Table XXXV.—Whereabouts of Casualties, *i.e.*, at Home or Abroad.

Lives Lost at Home.

Table XXXVI.—Parts of the Coasts where the Loss of Life occurred.

Lives Lost Abroad.

Table XXXVII.—Whereabouts of Casualties, *i.e.*, on the Coasts of British Possessions, on the Coasts of Foreign Countries, or in Oceans and Seas.

Lives Lost in British Vessels.

Table XXXVIII.—Trades of the Vessels.

Table XXXIX.—Cargoes of the Vessels.

Table XL.—Tonnage of the Vessels and Classification.

LIVES LOST IN BRITISH VESSELS AT HOME.

NATIONALITY OF VESSELS, i.e., belonging to the UNITED KINGDOM or COLONIES.

Table XXXII. TABLE showing the NUMBER of LIVES LOST by Sea Casualties to BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, in Half-yearly Periods, distinguishing the Lives Lost in VESSELS belonging to the UNITED KINGDOM from the Lives Lost in COLONIAL VESSELS, and further distinguishing the Lives Lost in SAILING from the Lives Lost in STEAM VESSELS, and the Number of CREW Lost from the Number of PASSENGERS Lost.

1st July to 31st December 1876.

	SAILING.			STEAM.			TOTAL.		
	Number of Vessels.	Number of Lives Lost.		Number of Vessels.	Number of Lives Lost.		Number of Vessels.	Number of Lives Lost.	
		Crew.	Passeengers.		Crew.	Passeengers.		Crew.	Passeengers.
Vessels belonging to the United Kingdom.	54	165	3	6	51	—	60	216	3
Colonial Vessels	2	4	—	—	—	—	2	4	—
Total	56	169	3	6	51	—	62	220	3

1st January to 31st June 1877.

	SAILING.			STEAM.			TOTAL.		
	Number of Vessels.	Number of Lives Lost.		Number of Vessels.	Number of Lives Lost.		Number of Vessels.	Number of Lives Lost.	
		Crew.	Passeengers.		Crew.	Passeengers.		Crew.	Passeengers.
Vessels belonging to the United Kingdom.	59	182	3	7	43	—	66	225	3
Colonial Vessels	3	8	—	—	—	—	3	8	—
Total	62	190	3	7	43	—	69	233	3

Table XXXII.—*continued.*

Summary for 12 months ending 30th June 1877.

	SAILING.			STEAM.			TOTAL.		
	Number of Vessels.	Number of Lives Lost.		Total Number of Lives Lost in Sailing Vessels.	Number of Vessels.	Number of Lives Lost.		Number of Vessels.	Gross Total of Lives Lost.
		Crew.	Passengers.			Crew.	Passengers.		
Vessels belonging to the United Kingdom.	118	347	6	353	13	94	—	94	447
Colonial Vessels	5	12	—	12	—	—	—	5	12
Total	118	359	6	365	13	94	—	94	459

YEARS in which the LIVES were LOST (ANNUAL RECTIFICATION).

Table XXXIII. TABLE showing the NUMBER of LIVES, reported during the Year 1876-7, as having been Lost in BRITISH VESSELS Abroad, distinguishing the Lives Lost in VESSELS belonging to the UNITED KINGDOM from the Lives Lost in COLONIAL VESSELS, and further distinguishing the Lives Lost in SAILING VESSELS from the Lives Lost in STEAM VESSELS, and the Number of CREW Lost from the Number of PASSENGERS Lost.

	SAILING.				STEAM.				TOTAL.				
	Number of Vessels.	Number of Lives Lost.		Total Number of Lives Lost in Sailing Vessels.	Number of Vessels.	Number of Lives Lost.		Total Number of Lives Lost in Steam Vessels.	Number of Vessels.	Number of Lives Lost.		Gross Total of Lives Lost.	
		Crew.	Passengers.			Crew.	Passengers.			Crew.	Passengers.		
Vessels belonging to the United Kingdom	1874 - 1875 - 1876 - 1877 -	— 2 91 64	— 14 848 324	— — 67 2	— 14 915 326	— — 26 9	— — 359 56	— — 77 4	— — 436 60	— 2 117 73	— 14 1,207 380	— — 144 6	— 14 1,351 386
Colonial Vessels	1874 - 1875 - 1876 - 1877 -	— 10 82 20	— 83 488 88	— 1 82 27	— 84 570 115	— — 5 —	— — 27 —	— — 45 —	— — 72 —	— 10 87 20	— 83 515 88	— 1 127 27	— 84 642 115
Total	-	269	1,845	179	2,024	40	442	126	568	309	2,287	305	2,592

LIVES LOST IN FOREIGN VESSELS AT HOME AND IN BRITISH POSSESSIONS ABROAD.

TOTALS of preceding TABLES.

Table XXXIV. SUMMARY showing the TOTAL NUMBER of LIVES LOST in BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, and those reported during the same Period as having been Lost in BRITISH VESSELS Abroad, distinguishing the Lives Lost in VESSELS belonging to the UNITED KINGDOM from the Lives Lost in COLONIAL VESSELS, and further distinguishing the Lives Lost in SAILING VESSELS from the Lives Lost in STEAM VESSELS, and the Number of CREW Lost from the Number of PASSENGERS Lost.

	SAILING.			STEAM.			TOTAL.				
	Number of Vessels.	Number of Lives Lost.		Total Number of Lives Lost in Sailing Vessels.	Number of Vessels.	Number of Lives Lost.		Number of Vessels.	Number of Lives Lost.		
		Crew.	Passengers.			Crew.	Passengers.		Crew.	Passengers.	
Vessels belonging to the United Kingdom.	270	1,533	75	1,608	48	509	81	318	2,042	156	2,198
Colonial Vessels -	117	671	110	781	5	27	45	122	698	155	853
Total -	387	2,204	185	2,389	53	536	126	440	2,740	311	3,051

WHEREABOUTS of CASUALTIES, *i.e.*, at HOME or ABROAD.

Table XXXV. TABLE showing the NUMBER of LIVES LOST in FOREIGN VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, or which were reported during the same Period as having been Lost on the COASTS of BRITISH POSSESSIONS Abroad, distinguishing the Lives Lost in SAILING VESSELS from the Lives Lost in STEAM VESSELS, and the Number of CREW Lost from the Number of PASSENGERS Lost.

	SAILING.			STEAM.			TOTAL.					
	Number of Vessels.	Number of Lives Lost.		Total Number of Lives Lost in Sailing Vessels.	Number of Vessels.	Number of Lives Lost.		Number of Vessels.	Number of Lives Lost.			
		Crew.	Passengers.			Crew.	Passengers.					
Lives lost in Foreign Vessels on or near the Coasts of the United Kingdom.	59	315	—	315	2	1	1	2	61	316	1	317
Lives lost in Foreign Vessels on the Coasts of British Possessions Abroad.	10	67	10	77	1	23	7	30	11	90	17	107
Total	69	382	10	392	3	24	8	32	72	406	18	424

Table XXXVI. TABLE showing the TOTAL NUMBER of LIVES LOST on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, distinguishing the PARTS of the COASTS on or near which the Loss of Life occurred, and further showing the NATURE of the Casualties by which the Loss of Life was occasioned.

DISTRICTS.	Foundering..		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.
Fern Islands to Flamborough Head -	4	26	9	48	3	8	8	12	1	10	25	104
Flamborough Head to the North Foreland..	2	14	6	17	9	15	5	9	4	24	26	79
North Foreland to St. Catherine's Point	1	11	3	16	3	7	5	6	—	—	12	40
St. Catherine's Point to Start Point -	—	—	—	—	2	3	4	5	—	—	6	8
Start Point to the Land's End - -	1	1	1	24	1	4	—	—	1	11	4	40
Land's End to Hartland Point, including Scilly.	1	6	5	20	—	—	2	2	—	—	8	28
Hartland Point to St. David's Head -	1	1	4	40	5	9	7	9	2	9	19	68
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesen.	—	—	4	18	1	1	2	4	1	5	8	28
Skerries and Lambay to Fair Head and Mull of Cantire.	2	11	12	42	4	8	3	3	3	15	24	79
Cape Wrath to Buchanness - -	1	3	19	102	—	—	5	10	2	7	27	122
Buchanness to Fern Islands - -	2	10	21	135	2	2	1	2	3	12	29	161
All other parts of the Coast - -	1	9	2	8	—	—	1	2	—	—	4	19
	16	92	86	470	30	57	43	64	17	93	192	776

LIVES LOST ABROAD.

WHEREABOUTS OF CASUALTIES, *i.e.*, on the COASTS of BRITISH POSSESSIONS, on the COASTS of FOREIGN COUNTRIES, or in OCEANS and SEAS.

Table XXXVII. TABLE showing the NUMBER of LIVES LOST by SEA CASUALTIES Abroad, reported during the Year 1876-7, distinguishing the Lives Lost on the COASTS of BRITISH POSSESSIONS Abroad, on the COASTS of FOREIGN COUNTRIES, and in OCEANS and SEAS, and further showing the NATURE of the Casualties by which the Loss of Life was occasioned.

	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		TOTAL.	
	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.	Number of Vessels.	Number of Lives Lost.
Lives Lost in British and Foreign Vessels on the Coasts of British Possessions Abroad.	10	108	44	359	2	7	9	27	12	107	77	608
Lives Lost in British Vessels on the Coasts of Foreign Countries.	1	11	21	160	3	3	1	1	1	5	27	180
Lives Lost in British Vessels in Oceans and Seas.	13	59	4	15	8	72	58	86	133	1,679	216	1,911
Total	24	178	69	534	13	82	68	114	146	1,791	320	2,699

LIVES LOST IN BRITISH VESSELS AT HOME AND ABROAD.

Table XXXVIII. TABLE showing the TOTAL NUMBER of LIVES LOST in BRITISH VESSELS, and the NUMBER and DESCRIPTION of SEA CASUALTIES by which they were Lost, on or near the COASTS of the UNITED KINGDOM, during the Year 1876-7, and reported during the same Period as having been Lost Abroad, distinguishing the Lives Lost in Vessels belonging to the UNITED KINGDOM from the Lives Lost in Vessels belonging to the COLONIES, and further showing the TRADES in which the Vessels were engaged.

Nature of Casualty.	SAILING VESSELS.						STEAM VESSELS.						TOTAL.				GRAND TOTAL.									
	Coasters.			Oversea.			Fishing Vessels.			Total.			Coasters.			Oversea.			Fishing Vessels.							
	Ves- sels.	Lost.	Lives Lost.	Ves- sels.	Lost.	Lives Lost.	Ves- sels.	Lost.	Lives Lost.	Ves- sels.	Lost.	Lives Lost.	Ves- sels.	Lost.	Lives Lost.	Ves- sels.	Lost.	Lives Lost.	Ves- sels.	Lost.	Lives Lost.					
(a.) Lives Lost in Vessels belonging to the United Kingdom.																										
Founderings	6	21	6	35	9	30	21	86	2	22	2	17	—	—	—	4	39	8	43	8	52	9	30	25	125	
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	64	407
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35	118
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	77	121
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	117	1,427
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	318	2,198
(b.) Lives Lost in Colonial Vessels.																										
Founderings	9	44	4	32	—	—	13	76	1	57	—	—	—	—	—	1	57	10	101	4	32	—	—	14	133	
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	34	208
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	7
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26	48
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46	457
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	122	853
(c.) Summary showing the Total Number of Lives Lost in British Vessels.																										
Founderings	15	65	10	67	9	30	34	162	3	79	2	17	—	—	—	5	96	18	144	12	84	9	30	39	258	
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	98	615
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37	125
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	103	169
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	163	1,884
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	440	3,051

Lives Lost in British Vessels at Home and Abroad—*cont.*

CARGOES of the VESSELS.

Table XXXIX. TABLE showing the NUMBER of LIVES LOST in BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, and the number reported during the same Period as having been Lost in BRITISH VESSELS Abroad, showing the NATURE of the CARGOES carried by the Vessels in which the Lives were Lost, and the NATURE and RESULTS of the Casualties.

Nature of Casualty.	Ballast.		Timber.		Grain.		Coal.		Metallic		Ores, &c.		Machinery.		Wrought Iron, &c.		Stone, Slate, Lime, Bricks, &c.		Clay, and Cement.		Salt, Soda, &c.		Potash, &c.		Guano, &c.		Dung, &c.		Hay, Straw, &c.		Sugar, &c.		Molasses, &c.		Tea, Coffee, Spices, &c.		Fruit, &c.		Cotton, Wool, &c.		Wine.		Spirits, &c.		Fish, Oil, &c.		General.		Explosive		Fishing Vessels.		Various.		Unknown.		TOTAL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	Lives Lost.	No. of Vessels.	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Summary of Casualties involving Loss of Life.

Lives Lost in British Vessels at Home and Abroad—*cont.*

TONNAGE of the VESSELS and CLASSIFICATION.

Table XL. NUMBER of LIVES LOST in BRITISH VESSELS on or near the COASTS of the UNITED KINGDOM during the Year 1876-7, and the number reported during the same Period as having been Lost in BRITISH VESSELS Abroad, showing the APPROXIMATE TONNAGE of the Vessels to which such Casualties occurred, and distinguishing the Lives Lost in *CLASSED VESSELS from the Lives Lost in *UNCLASSED VESSELS.

Nature of Casualty.	Under 15 tons.		15 to 50 tons.		51 to 100 tons.		101 to 200 tons.		201 to 300 tons.		301 to 400 tons.		401 to 500 tons.		501 to 1,000 tons.		1,001 to 1,500 tons.		1,501 to 2,000 tons.		2,001 to 3,000 tons.		3,001 to 4,000 tons.		4,001 to 5,000 tons.		5,001 tons and upwards.		Totals.		
	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.	No. of Lives Lost.	No. of Vessels.		
Classed Vessels.																															
Founderings	—	—	—	—	1	5	2	13	—	—	2	22	—	—	2	25	1	6	—	—	—	—	—	—	—	—	—	—	8	70	
Strandings	—	—	—	—	5	23	8	32	4	23	5	16	5	44	8	106	5	45	3	65	—	—	—	—	—	—	—	—	43	354	
Collisions	—	—	—	—	1	1	3	7	1	6	1	10	—	—	2	2	3	20	—	—	—	—	—	—	—	—	—	—	11	46	
Missing Vessels	—	—	—	5	7	32	14	90	10	88	4	50	4	67	11	277	10	281	4	176	—	—	—	—	—	—	—	—	65	1,065	
Other Causes	—	—	—	—	1	3	9	10	4	7	1	1	5	5	16	25	8	14	1	1	1	1	—	—	—	—	—	46	67		
	—	—	1	5	15	64	36	151	19	124	13	99	14	116	39	435	27	366	8	242	1	1	—	—	—	—	—	173	1,603		
Unclassed Vessels.																															
Founderings	7	24	5	11	12	52	5	27	—	—	—	—	—	—	1	57	1	17	—	—	—	—	—	—	—	—	—	—	31	188	
Strandings	5	9	19	40	7	22	11	81	6	25	3	20	—	—	2	30	1	7	1	27	—	—	—	—	—	—	—	—	55	261	
Collisions	2	3	7	15	7	10	3	6	1	1	2	3	—	—	2	17	2	24	—	—	—	—	—	—	—	—	—	—	26	79	
Missing Vessels	4	20	36	218	25	156	15	133	11	108	3	84	1	10	1	81	2	58	—	—	—	—	—	—	—	—	—	—	98	818	
Other Causes	11	13	18	39	13	24	6	8	—	—	3	8	—	—	3	3	—	—	1	5	2	2	—	—	—	—	—	—	67	102	
	29	69	85	323	64	264	40	255	13	134	11	65	1	10	9	188	6	106	2	32	2	2	—	—	—	—	—	267	1,448		

* By "classified" vessels are understood those which were classified in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassified" division probably contains a number of vessels which were classified in some of the smaller registries.

PART V.—(LIVES SAVED.)

ABSTRACT of the LIVES SAVED from SHIPWRECK on the COASTS of the UNITED KINGDOM during the Year 1876-7, and of the LIVES SAVED from BRITISH VESSELS ABROAD, and from FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS ABROAD, reported during the same Period.

Lives saved at Home.

Table XLI.—Means by which the Lives were saved.

Lives saved Abroad.

Table XLII.—Means by which the Lives were saved.

LIVES SAVED AT HOME AND ABROAD.

MEANS by which the LIVES were SAVED.

Table XLI. NUMBER of LIVES SAVED from SHIPWRECK on the COASTS of the UNITED KINGDOM during the Twenty-one Years ended 30th June 1877, showing the MEANS by which they were saved.

Total.																					
By what Means saved.																					
1856-7.	1857-8.	1858-9.	1859-60.	1860-1.	1861-2.	1862-3.	1863-4.	1864-5.	1865-6.	1866-7.	1867-8.	1868-9.	1869-70.	1870-1.	1871-2.	1872-3.	1873-4.	1874-5.	1875-6.	1876-7.	
383	149	154	407	415	415	252	256	347	490	527	310	333	354	203	293	715	175	355	301	†817	
By Rocket and Mortar Apparatus, and assistance with ropes, &c. from shore.																					
By Life-boats -	634	120	220	367	771	322	472	293	480	378	377	504	532	473	403	548	310	502	461	567	
By Luggers, Coast-guard Boats, and small Craft.	606	683	878	681	467	371	424	338	462	385	843	317	383	500	265	582	309	511	508	464	
By Ships and Steam-boats -	587	244	622	769	858	919	1,319	1,003	1,000	986	1,060	719	714	1,063	990	647	516	440	967	740	
By Ships' own Boats -	—	—	—	*951	1,499	1,425	1,289	1,459	2,195	2,728	1,902	2,062	2,067	2,795	1,737	1,888	1,525	1,644	1,859	1,873	
By Life-buoys and Appliances kept on board.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	*9	
By Individual Exertion -	21	17	16	9	14	27	9	22	7	13	6	—	8	2	—	6	4	6	9	1	
By other Means -	—	—	—	—	*362	396	531	232	374	765	660	561	443	459	245	388	221	379	253	324	
Total -	2,231	1,213	1,890	3,184	4,386	3,875	4,105	3,694	5,008	5,732	5,158	4,496	4,501	5,495	3,933	4,774	3,060	3,837	4,358	4,795	

MEANS by which the LIVES were SAVED.

Table XLIII. NUMBER OF LIVES SAVED from SHIPWRECK Abroad reported during the Year 1876-7, distinguishing the MEANS by which they were saved, and further distinguishing the Lives saved on the COASTS of BRITISH POSSESSIONS Abroad from the Lives saved on the COASTS of FOREIGN COUNTRIES, and from the Lives saved at SEA.

	By Rocket Apparatus, and Assistance with Ropes, &c. from Shore.	By Life Boats.	By Loggers and small Craft.	By Ships and Steam-boats.	By Ships' own Boats.	By Life-buoys and Appliances kept on board.	By individual Exertion.	By other Means.	Total.
Lives saved from British and Foreign Vessels on the coasts of British Possessions abroad	†209	39	248	106	4,288	—	—	212	5,102
Lives saved from British Vessels on the coasts of Foreign Countries	150	68	198	103	1,206	24	—	81	1,830
Lives saved from British Vessels at Sea	—	26	59	1,112	826	6	—	29	2,058
Total	359	133	505	1,321	6,320	30	—	322	8,990

* No record kept for previous year.

† These figures include all Lives saved by Rocket Apparatus, Ropes, and similar assistance from shore, whether rendered by the Life Saving Parties or others.

PART VI.

ABSTRACT of the **OFFICIAL INQUIRIES** ordered by the **BOARD OF TRADE** into **SEA CASUALTIES** during the Year 1876-7, and of **SIMILAR INQUIRIES** held by **COURTS** in **BRITISH POSSESSIONS ABROAD**, and by **NAVAL COURTS** in **FOREIGN COUNTRIES**, of which Reports were received during the same Period; also of the **SENTENCES** pronounced in accordance with the Provisions of the **MERCHANT SHIPPING ACTS** by **COURTS** at **HOME** and **ABROAD**, in respect of **BREACHES** of **DISCIPLINE**, and also of the **CERTIFICATES CANCELLED** or **SUSPENDED** in consequence of **CONVICTIONS**.

Inquiries.

Table XLIII.—Inquiries into the Causes of Sea Casualties at Home and Abroad. Certificates.

Table XLIV.—Inquiries respecting Breaches of Discipline. Certificates.

Convictions.

Table XLV.—Convictions for Criminal Offences. Certificates.

INQUIRIES INTO CASUALTIES AT HOME AND ABROAD.

INQUIRIES into the CAUSES of SEA CASUALTIES at HOME and ABROAD. CERTIFICATES.

Table XLIII. TABLE showing the RESULTS of INQUIRIES into the CAUSES of SEA CASUALTIES ordered to be held at HOME during the Year 1876-7, and the RESULTS of INQUIRIES and NAVAL COURTS held ABROAD of which REPORTS were received during the same Period, classified according to the NATURE of CASUALTIES, and distinguishing, in the Case of HOME INQUIRIES, those held before the WRECK COMMISSIONER from those held before MAGISTRATES.

Nature of Casualties.	Neglect, &c. of those on Board.			Faulty Construction and Un-seaworthiness.	Overloading, Bad Stowage, &c.	Defective or insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	TOTAL.
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.								
(1.) Held before the Wreck Commissioner at Home.											
Founderings and Abandonments.	—	—	—	1	3	—	1	1	—	—	6
Strandings	1	6	8	—	1	—	1	—	—	—	17
Collisions	—	1	3	—	—	—	—	—	—	—	4
Fires and Explosions	—	—	1	—	—	—	—	—	1	1	3
Other Casualties	—	—	—	—	—	1	—	—	—	—	1
Missing Vessels	—	—	—	—	—	—	—	—	2	—	2
	1	7	12	1	4	1	2	1	3	1	33
(2.) Inquiries before Magistrates at Home.											
Founderings and Abandonment.	1	3	1	—	—	1	7	—	2	—	15
Strandings	2	45	26	—	—	4	15	—	—	—	92
Collisions	—	6	1	—	—	—	—	—	—	—	7
Fires and Explosions	—	—	1	—	2	2	—	—	—	—	5
Other Casualties	—	—	1	—	—	—	—	—	—	—	1
Missing Vessels	—	—	—	—	—	—	—	—	1	—	1
	3	54	30	—	2	7	22	—	3	—	121

Inquiries into Casualties at Home and Abroad—*cont.*

Nature of Casualties.	Neglect, &c.			Faulty Construction and Unseaworthiness.	Overloading, Bad Stowage, &c.	Defective or insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	TOTAL.
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.								
(3.) Inquiries in British Possessions Abroad.											
Foundering and Abandonments -	1	—	—	—	1	—	4	—	4	—	10
Strandings -	1	26	19	—	1	—	30	3	2	—	85
Collisions -	2	5	19	—	—	—	1	1	—	—	29
Fires and Explosions -	—	2	2	—	—	—	—	—	—	2	6
Other Casualties -	—	1	—	—	—	—	6	—	—	—	7
Missing Vessels -	—	—	—	—	—	—	—	—	—	—	—
	4	34	40	—	2	4	41	4	6	2	137
(4.) Naval Courts Abroad.											
Foundering and Abandonments -	—	—	—	—	—	—	—	—	—	—	—
Strandings -	1	7	10	—	—	—	8	3	1	—	33
Collisions -	—	—	1	—	—	—	—	—	—	—	1
Fires and Explosions -	—	—	—	—	—	—	—	1	—	1	2
Other Casualties -	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels -	—	—	—	—	—	—	—	—	—	—	—
	1	7	11	1	—	2	8	4	1	1	36
Summary.											
Foundering and Abandonments -	2	3	1	1	6	4	12	1	6	—	31
Strandings -	5	84	63	1	152	2	54	6	3	—	227
Collisions -	2	12	24	—	38	—	1	1	—	—	41
Fires and Explosions -	—	2	4	—	6	2	—	1	—	4	16
Other Casualties -	—	1	1	—	2	—	6	—	—	—	9
Missing Vessels -	—	—	—	—	—	—	—	—	3	—	3
	9	102	93	2	204	8	73	9	13	4	327

INQUIRIES INTO BREACHES OF DISCIPLINE AT HOME AND ABROAD, AND CONVICTIONS
AT HOME AND ABROAD.

INQUIRIES RESPECTING BREACHES OF DISCIPLINE. CERTIFICATES.
Table XLIV. TABLE showing the RESULTS of PROCEEDINGS instituted under the MERCHANT SHIPPING ACTS respecting BREACHES of DISCIPLINE committed by MASTERS and OFFICERS of BRITISH MERCHANT VESSELS at Home and Abroad, during the Year 1876-7, distinguishing Proceedings held before TRIBUNALS at HOME from those held before TRIBUNALS in BRITISH POSSESSIONS Abroad, and from those held by NAVAL COURTS.

Nature of Investigation.	Number of Investigations.	Number of Masters convicted.				Number of Officers convicted.				Total Number of Persons convicted.
		Certificates.		Censured or Admonished.	Certificates.		Censured or Admonished.			
		Cancelled.	Suspended.		Cancelled.	Suspended.				
Tribunals at Home	31	4	8	1	2	7	1	23		
Tribunals in British Possessions Abroad	7	—	1	—	—	2	2	5		
Naval Courts	53	—	3	7	—	2	16	28		
TOTAL	96	4	12	8	2	11	19	56		

CONVICTIONS for CRIMINAL OFFENCES. CERTIFICATES.
Table XLV. TABLE showing the NUMBER of MASTERS and OFFICERS of the MERCHANTILE MARINE whose CERTIFICATES were CANCELLED or SUSPENDED by the BOARD of TRADE during the Year 1876-7, in consequence of their having been Convicted of CRIMINAL OFFENCES.

Sentences.	Masters' Certificates.		Officers' Certificates.		TOTALS.	
	Cancelled.	Suspended.	Cancelled.	Suspended.	Cancelled.	Suspended.
Fines	—	1	—	—	—	1
Imprisonments	11	2	3	6	14	8
Penal Servitude	—	—	—	—	—	—
Total	11	3	3	6	14	9

APPENDIX A. TO PART II.

LIST of Outlying SANDS and ROCKS on the Coasts of the
United Kingdom upon which Vessels were Stranded.

**List of Outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which
Vessels have been Stranded.**

Name of Sand or Rock.	1868.	1869.	1870.	1871.	1872.	1873. Jan. to June.	1873-4.	1874-5.	1875-6.	1876-7.	Name of Sand or Rock.	1868.	1869.	1870.	1871.	1872.	1873. Jan. to June.	1873-4.	1874-5.	1875-6.	1876-7.
Abertay Sand, mouth of the River Tay.	-	-	-	-	1	1	-	1	1	2	Bridge Rocks, near Sennen Cove, Cornwall.	-	-	-	-	-	-	-	-	-	1
Ailsa Craig, Firth of Clyde	-	-	1	3	-	-	-	-	-	-	Briggs Reef, Groomsport, County Down.	1	-	-	1	-	-	-	-	1	1
Annat Bank, Montrose Harbour Entrance.	1	1	2	-	-	-	-	-	-	-	Brigg's Rocks, Eyemouth	-	-	1	-	-	-	-	-	-	-
Ants Sand, Boston Deepes	-	-	-	-	-	-	-	-	-	1	Brisons Rocks, Cornwall	-	1	-	-	-	-	-	-	-	-
Ardlote Rock, Ardglass	-	-	-	-	-	-	-	-	-	1	Brist Rock, near Girvan	-	2	4	2	1	-	-	-	-	-
Arklow Bank, off Wicklow	-	1	2	2	2	4	-	-	2	1	Broad Craig Rock, near Gourdon, Kincardineshire.	-	-	-	-	-	-	-	1	-	-
Arranman's Barrels, Argyleshire	-	1	-	-	-	-	1	-	-	-	Broad Sand, Courtmacsherry Bay, Co. Cork.	-	1	-	-	-	-	-	-	-	-
Atherfield Ledge, Isle of Wight	-	-	-	-	-	1	-	1	-	-	Broadhaven Sands, Pembrokeshire	-	1	-	-	-	-	-	-	-	-
											Buck Rock, Cornwall	-	1	1	-	-	-	-	-	-	-
Baggy Leap, Barnstaple Bay	-	-	1	1	-	-	-	-	1	-	Bull Sands, Dublin	-	3	-	-	-	8	-	2	-	-
Bagreen Ridge, Lough Swilly	1	-	-	-	-	-	-	-	-	-	Burbo Bank, River Mersey	-	3	2	2	3	9	-	10	1	4
Bahama Bank, Isle of Man	-	-	-	-	1	-	-	-	-	-	Burcom Sand, River Humber	-	-	-	-	1	-	1	-	-	-
Ballyconnel Rocks, Co. Donegal	-	-	-	-	-	-	-	-	-	1	Burnham Flat, Norfolk	-	-	-	1	-	-	-	1	3	-
Barber Sand, Norfolk	-	4	1	5	1	1	-	1	4	1	Burnt Island, Argyleshire	-	1	-	-	-	-	-	1	-	-
Barna Perch Rocks, Co. Galway	-	-	1	-	-	-	-	-	-	-	Burr Island, County Down	-	1	1	-	-	-	-	-	-	-
Barnard Sand, off Kessingland	-	1	2	-	3	1	-	2	-	3	Burrow Rock, Calf of Man	-	-	-	-	-	-	-	-	1	-
Barnhourie Bank, Kirkcudbrightshire	1	-	-	-	-	-	-	-	-	-	Burry Holmes, Bristol Channel	-	-	-	-	-	-	-	1	-	-
Barrels, Co. Wexford	-	-	-	-	-	-	-	-	-	1	Bus or Bush Rocks, near Frazer- burgh.	-	-	-	-	-	-	1	-	1	-
Barrow Sand, Essex	-	-	2	-	1	3	2	1	2	4	Butter Lump Rock, County Down	-	1	-	-	-	-	-	-	-	-
Barrows Rocks, near the Smalls, Pembrokeshire.	-	1	-	-	-	-	-	-	2	-	Button Rocks, near Cahore Point, co. Wexford.	-	-	-	-	-	1	-	-	-	-
Barry Island, Glamorganshire	-	1	-	-	-	1	-	-	-	-	Buxey Sand, Essex	-	3	1	3	-	1	-	-	1	3
Bass Rock, Firth of Forth	-	-	-	-	1	-	-	-	-	-											
Batten Reef, Plymouth Sound	-	-	-	-	-	-	-	1	-	2											
Battery Rocks, see Tynemouth Rocks	-	-	-	-	-	-	-	-	-	-	Cairnbulg Briggs, near Frazerburgh	-	1	-	1	-	-	-	2	2	1
Beach End Sand, Harwich	-	1	-	-	-	-	-	-	-	-	Caistor Shoal, Norfolk	-	-	3	-	-	-	1	-	-	-
Beacon Rocks, off Sunderland	-	-	-	-	-	-	-	1	-	1	Calf Island, Sound of Mull	-	-	-	1	-	-	-	1	-	-
Beimar Rock, Fifeshire	-	1	-	-	-	-	-	-	1	-	Campbell's Rock, Ardrossan	-	-	1	1	-	-	-	-	-	-
Bell Rock, off the Firth of Tay	-	-	1	-	-	1	-	-	-	-	Cannon Rock, County Down	-	1	-	-	1	1	-	4	-	-
Belmont Rocks, Stonehaven	-	-	-	-	-	-	-	-	-	1	Cant Sand, Mouth of Thames	-	2	-	-	-	-	-	1	-	-
Bembridge Ledge, Isle of Wight	-	1	-	2	-	-	-	1	1	-	Caple Island, Youghal Bay	-	-	-	-	-	-	-	1	-	-
Bere Island, near Castletown, Co. Cork.	-	-	-	-	-	-	-	-	1	3	Cardiff Sands, Glamorganshire	-	-	1	1	3	2	1	-	2	-
Binks Sand, entrance to Humber	-	-	-	-	-	-	-	-	1	3	Carigy Llong Rock, Anglesea	-	-	-	-	1	-	-	-	-	-
Bird or Burial Island, off Cloghy, Co. Down.	-	-	-	2	-	-	-	-	-	-	Carr Rocks, off Crail, Fifeshire	-	-	-	-	-	-	-	3	1	-
Birnie Rock, Fraserburgh	-	-	-	-	-	-	-	1	1	-	Carrs (South) off North Berwick	-	-	-	-	-	-	-	-	-	-
Bishop's Rocks, Pembrokeshire	-	-	1	1	2	1	2	1	-	-	Carriek Rock, Port St. Mary Bay, Isle of Man.	1	-	1	-	-	-	-	-	-	-
Black Harbor Island, near Easdale, Argyleshire.	-	1	-	-	-	-	-	-	-	-	Carthys Island, County Cork	-	-	-	1	-	-	-	-	-	-
Black Island, Co. Down	-	1	1	-	-	-	-	-	-	-	Catiemoil Rock, Inverness	-	-	-	1	-	1	1	-	-	-
Black Middens, see Tynemouth Rocks	-	-	-	-	-	-	-	-	-	-	Causeway, Cardigan Bay	-	-	-	-	-	-	-	-	2	-
Black Rock, Ayrshire	-	-	-	-	-	-	-	-	1	-	Causeway, Menai Straits	-	-	-	-	-	-	-	-	1	-
Black Rock, Ballyheige Bay, Co. Kerry.	-	-	-	-	-	-	-	1	-	-	Chapman Sand, Essex	-	-	-	1	-	-	-	-	2	6
Black Rock, Campbeltown	-	1	1	1	-	-	-	-	-	-	Chapel Rock, near Aberthaw, Gla- morgan.	-	-	-	-	-	-	-	2	-	-
Black Rock, Carlingford Lough	-	-	-	-	-	-	-	-	-	1	Chequer Shoal, Mouth of Humber	-	-	-	-	-	-	-	-	1	-
Black Rock, Falmouth Harbour	-	-	-	-	-	-	-	-	-	1	Chicken Rocks, Isle of Man	-	-	1	-	-	-	-	-	-	-
Black Rock Reef, off Yarmouth, Isle of Wight.	-	-	-	-	-	-	-	1	1	1	Chit Rock, Sidmouth	-	1	-	-	-	-	-	-	-	-
Black Rocks, off Leith	-	-	-	-	-	1	-	-	-	-	Cleary's Bank, Youghal Bay	-	-	-	-	-	-	-	-	1	-
Black Rock, Sound of Islay	-	-	1	1	-	-	-	-	-	-	Cleeness Sands, Lincolnshire	-	2	7	1	8	1	-	-	-	3
Blackwater Bank, Wexford	-	1	-	1	3	1	-	-	-	-	Cliperd Rocks, Holyhead Bay	-	-	-	-	1	-	-	-	-	-
Blakeney Sands, Norfolk	-	2	2	3	2	4	1	2	2	2	Clonchan Rocks, Whitehead, County Antrim.	1	-	-	-	-	-	-	-	-	-
Blind Rock, Co. Donegal	-	1	-	-	-	-	-	-	-	-	Coal Rock, Anglesea	-	2	1	-	-	-	-	-	1	-
Block House Rocks, Carlingford Lough	-	-	1	-	1	-	-	-	-	2	Cobbler Reef, Plymouth Sound	-	-	-	-	-	-	-	2	1	-
Bondicarr Rocks, Hauxley, Northum- berland.	-	3	1	2	6	-	1	-	-	1	Cockle Sand, Norfolk	-	2	3	1	2	-	3	2	2	2
Boulder Bank, Sussex	-	1	2	-	-	-	-	-	2	-	Codling Bank, Co. Wicklow	-	-	-	-	-	1	-	-	-	-
Boulmer Steel, Northumberland	-	2	3	2	-	-	-	1	-	3	Coll Island, Argyleshire	-	1	-	-	1	-	-	1	-	-
Boumk-na-bow Sand, Tralee Bay	-	-	-	-	-	1	-	-	-	-	Collemine Sand, Wexford Bay	-	-	-	-	-	-	-	1	-	-
Bo Vie Cuiaanen Rock, off the en- trance to Castle Bay Harbour, Barra, Hebrides.	-	-	1	-	-	-	-	1	-	-	Colt Island, off Skerries, Dublin	-	-	-	-	-	-	1	-	-	-
Brake Sand, Kent	-	2	2	2	4	3	-	1	4	4	Columbine Sand, off Whitstable	-	-	-	-	-	-	-	-	-	-
Bramble Sand, Hampshire	-	-	-	-	-	-	-	1	2	-	Conister Rocks, Douglas	-	-	1	-	-	-	-	-	-	-
Brassay Island, Shetland	-	-	-	1	-	-	-	-	-	2	Coningbeg Rock, Wexford	-	-	1	-	-	-	-	-	-	-
Braunton Sands, North Devon	-	-	-	-	1	-	-	-	-	-	Constable Bank, Abergele Bay, Den- bighshire.	-	-	-	1	-	-	-	-	-	-
Breaken Rocks, Firth of Forth	-	-	-	-	-	-	-	1	-	-	Copeland Islands, County Down	-	-	-	-	4	-	-	1	-	1
Breaksea Sand, Glamorganshire	-	-	-	2	-	-	-	-	-	-	Copperas Rock, Glamorganshire	-	-	-	-	-	-	-	-	-	-
											Coquet Island, Northumberland	-	1	-	-	-	-	-	-	1	-

Name of Sand or Rock.	1868.	1869.	1870.	1871.	1872.	1873. Jan. to June.	1873-4.	1874-5.	1875-6.	1876-7.
on Bank, Lamlash Bay	-	-	-	-	-	-	-	-	-	1
Sand, Essex	1	1	1	-	1	-	-	-	1	-
on Sand, Suffolk	3	8	5	3	6	2	2	8	1	-
sea Skerries, Morayshire	-	1	1	1	-	-	-	-	-	-
and Calf Rocks, Queenstown	-	-	-	-	-	-	-	1	-	1
bour	-	-	-	-	-	-	-	-	-	-
e Rocks, Stonehaven	-	-	-	-	-	-	-	-	-	1
Demoss, off Aberdour, Fifeshire	-	-	-	-	-	-	1	-	-	-
Penroam Rock, near Port Gordon, Fifeshire.	-	-	-	-	-	-	2	-	-	-
O'Brien Rock, Co. Down	-	-	-	-	-	-	1	-	-	-
er Carr, Northumberland	-	-	-	-	-	-	-	-	1	-
by Spit, entrance of Mersey	-	-	-	-	-	1	-	2	-	-
s Rocks, Co. Dublin	-	1	-	-	1	-	-	-	-	-
g Sand, Yarmouth	-	2	5	2	5	9	5	4	9	8
Rock, Pembrokeshire	-	-	-	2	-	1	-	1	1	1
nder Bank, near Blackpool, Lancashire.	-	2	-	-	-	-	-	-	-	-
er Sands, Somersetshire	-	-	-	-	1	-	-	-	-	-
er Sand, Suffolk	-	1	1	-	1	4	-	-	1	-
marens Rocks, Carnarvon Bay	1	-	-	-	-	-	-	-	-	-
er Patch, Lune Deep, Lancashire	-	1	-	-	-	-	-	-	-	-
ley Sand, Lynn Deep	-	-	-	-	-	-	-	-	1	-
ts Rock, Cork Harbour	-	1	-	-	-	-	-	-	-	-
er Island, Campbeltown	-	1	-	1	-	1	-	-	2	-
ing Sand, off Lincolnshire	-	-	2	-	-	-	-	-	-	-
Head Sands, Skegness	-	1	-	1	-	1	-	1	-	-
ger Bank, Wexford	-	1	-	2	3	1	-	1	-	4
abar, Padstow Harbour	-	-	-	-	-	-	-	-	1	-
n Rock, Strangford Lough	-	-	-	-	-	-	-	-	1	-
an Bank, Co. Donegal	-	-	-	-	-	1	-	-	-	1
h Island, Co. Donegal	-	1	-	-	-	-	-	-	-	-
ing Sand, Lincolnshire	-	-	1	-	1	-	-	-	-	1
e's Island, Plymouth	-	-	1	-	-	1	-	1	-	-
g Scar, near Ravensglass	-	-	-	-	-	-	1	-	-	-
on Bank, off Fleetwood	-	-	-	-	-	-	-	-	-	1
geon Sand, off Norfolk	-	-	-	1	2	1	-	-	1	-
s Island, Anglesey	-	1	-	-	3	-	-	4	1	1
e Rock, off Queensferry, Linlithgowshire.	-	-	-	-	-	-	1	-	-	-
roof Bank, Solway Firth	-	-	-	2	-	-	-	-	-	-
ball Sands, River Parrett	-	-	1	-	-	-	-	-	-	-
net Sands, Caithness	-	-	-	1	-	-	-	-	-	-
hman's Bank, Anglesea	-	1	-	1	-	-	-	-	-	-
e Rock, Ardrrossan	-	-	-	-	-	-	-	-	-	1
Rock, Carlingford Lough	-	-	-	-	-	-	-	1	-	-
Knock Sand, Essex	-	-	-	1	-	-	-	-	-	-
Linga Island, Shetland	-	-	-	-	1	-	-	-	-	-
Pole Bank, Hants	-	1	-	-	-	-	-	-	-	-
Spit, Cowes Harbour	-	-	-	-	-	-	-	2	-	-
Stone, near Porthglais	-	-	-	-	1	-	-	-	-	-
s Rock, Northumberland	-	1	-	-	-	-	-	-	-	-
ot Rock, Newton, Northumberland	-	-	1	-	-	-	-	-	-	1
stow Ledge, off Harwich	-	-	-	-	-	-	-	1	-	-
Islands, Northumberland	-	1	1	2	1	1	-	2	4	1
len Rock, Anglesea	-	-	-	-	-	1	-	-	-	-
a Island, Firth of Forth	-	-	-	-	-	1	-	-	1	-
Brig, Yorkshire	-	-	2	-	2	2	-	1	2	1
s Rock, South Arran	-	-	-	-	-	-	-	-	1	-
ness Rock, North Foreland	-	-	2	-	-	-	-	-	-	-
by Spit, Lancashire	-	-	-	-	1	1	-	-	1	-
Island, Langness, Isle of Man	-	-	-	-	-	-	-	-	-	1
ness Spit, Thames Entrance	-	-	-	-	-	-	-	-	1	-
er Rock, Dundee	-	1	-	-	-	-	-	-	-	1
Gare Sand, River Tees	-	1	-	1	-	-	-	-	-	1
Geddes Rock, near Falmouth	-	-	-	-	-	-	-	-	-	-
Gigha Island, Argyleshire	-	-	-	-	1	-	-	-	-	1
Girdler Sand, Thames Entrance	-	3	-	-	-	-	-	-	-	-
Goat Island, Stornoway	-	-	1	-	-	-	-	-	-	-
Goldstone Rock, near Holy Island, Durham.	1	-	-	-	1	-	-	-	-	1
Goodwick Sands, Pembroke	-	2	-	2	5	1	2	-	3	2
Goodwin Sands, Kent	-	4	16	7	22	25	9	15	18	14
Goose Rock, near the Needles	-	1	-	-	-	-	-	-	-	9
Gora Rock, Prawle Point	-	-	-	-	-	-	-	-	1	-
Gore Sand, near Burnham, Somerset	1	1	-	-	-	1	1	-	1	-
Gorred Gro Rocks, Menai Straits	-	-	-	-	-	-	-	1	-	-
Goswick Sand, Berwickshire	-	1	1	2	-	-	-	-	-	-
Green Island, Belfast Lough	-	1	-	-	-	-	-	-	-	-
Green Island, north of Cloghy, Co. Down.	-	-	-	-	-	1	-	-	-	-
Greenland Rocks, Isle of Lewis	-	1	-	-	-	-	-	-	-	-
Greenway Rocks, Padstow	-	1	-	-	-	-	-	-	-	-
Gunfleet Sand, Thames Entrance	-	10	6	5	3	5	3	8	4	4
Gurran's Rocks, Galway Bay	-	-	2	-	-	-	-	-	-	-
Gwineas Rock, Cornwall	-	-	-	-	-	-	-	-	1	-
Hadsonscar Rock, off Hauxley	-	-	-	1	-	-	-	-	-	-
Hammonds Knoll, Norfolk	-	-	-	-	1	-	-	-	-	2
Harry Furlong's Rocks, Anglesea	-	-	-	-	2	-	-	1	-	-
Hasborough Sand, Norfolk	-	9	11	9	10	15	3	7	8	8
Hats Ledges, Crow Sound, Scilly	-	-	-	-	-	-	-	-	1	-
Hayling Island, Hampshire	-	-	1	1	-	1	-	-	-	1
Heaps Sand, Essex	-	-	-	-	1	-	-	-	-	-
Hebbles Sand, River Humber	-	-	-	-	-	-	-	-	1	-
Helbre Island, off Cheshire	-	-	-	-	1	1	-	-	-	-
Hellyhunter Rocks, Carlingford Lough	-	-	-	-	-	-	-	-	1	1
Helwick Sand, Glamorganshire	-	-	-	-	1	-	-	-	-	-
Hems Rocks, Cloghy Bay, Co. Down.	-	-	-	-	-	-	-	-	1	-
Hen and Chickens Rocks, Firth of Forth.	-	-	-	-	-	-	-	-	-	1
Hendon Rocks, near Sunderland	-	-	-	-	-	1	-	-	1	2
Hepburn Shoal, see Tynemouth Rocks	-	-	-	-	-	-	-	-	-	-
Herd Sand, Durham	-	-	1	1	1	1	-	-	3	2
Herring Sand, Lincolnshire	-	-	-	-	-	-	-	-	-	1
Holm Sand, Suffolk	-	3	5	1	2	4	1	1	5	2
Holmes Sand, Bristol Channel	-	1	-	1	-	1	-	-	-	-
Holy Island, Buteshire	-	-	1	-	-	-	-	-	5	2
Holy Island, Durham	-	10	3	1	1	5	1	8	4	6
Hook Sand, Poole	-	2	-	1	-	4	1	-	1	-
Hooper Sand, Burry Inlet, Glamorganshire.	1	-	-	-	-	-	1	-	-	1
Hopeman Rocks, Burghead	-	-	-	-	-	-	-	-	-	1
Horn Back Rocks, Peterhead	-	-	-	-	1	-	-	-	-	-
Horse Bank, Southport, Lancashire	1	-	-	3	1	1	2	1	-	-
Horse Island, Castletownsend, Co. Cork	-	-	-	-	-	-	-	1	-	-
Horse Isle, near Ardrrossan	-	-	-	1	1	-	-	-	-	-
Horse Rock, Ramsey Sound	-	-	-	1	-	-	-	-	-	-
Horse Rock, Yorkshire	-	1	-	-	-	-	-	-	-	-
Horse Sand, Spithead	-	-	-	3	-	-	-	-	-	-
How Ledge, Colwell Bay, I. of Wight	-	-	-	-	-	-	-	-	1	-
Hoyle, East and West, Sands, River Mersey.	5	3	3	3	1	-	-	1	4	4
Hureas Rocks, off Bamburgh	-	-	-	-	-	-	-	-	1	-
Hynd Rocks, Co. Fife	-	1	-	-	-	-	-	-	-	-
Inchcolm Island, Co. Fife	-	-	-	1	-	2	-	1	1	-
Inchkeith, Firth of Forth	-	-	-	-	-	-	-	-	2	-
Innisbofin Island, County Donegal	-	-	-	-	1	-	-	-	-	-
Innisiscoo Island, County Donegal	-	1	-	-	-	-	-	-	1	-
Innisgort Island, County Mayo	-	-	-	-	1	-	-	-	-	-
Innistrahull Rock, County Donegal	-	-	-	2	-	-	-	-	-	-
Iron Rocks, Arran, Firth of Clyde	-	-	-	-	-	-	-	-	1	-
Isle of May, Firth of Forth	-	-	-	1	-	-	-	2	-	-
Jenkin Sand, Kent	-	-	-	-	-	-	-	-	-	1
Jordan Flats, Lancashire	-	-	-	-	1	-	-	1	2	1

Name of Sand or Rock.	1868.	1869.	1870.	1871.	1872.	1873. Jan. to June.	1873-4.	1874-5.	1875-6.	1876-7.	Name of Sand or Rock.	1868.	1869.	1870.	1871.	1872.	1873. Jan. to June.	1873-4.	1874-5.	1875-6.	1876-7.
Keel Rock, Dartmouth	-	-	-	-	-	-	-	-	1	-	New Ground Shoal, near Tuskar	-	-	-	-	-	-	-	-	-	-
Keldes Steel, Sandsend, Yorkshire	1	-	-	-	-	-	-	-	-	-	Nichola Rock, entrance to Ayr Harbour	-	1	-	-	-	-	-	-	-	2
Kenfig Sand, Glamorganshire	-	1	-	1	1	-	-	-	-	-	Nigg Sands, Cromarty	-	-	-	-	-	-	-	-	-	-
Kentish Knock, Essex	4	3	3	3	5	3	6	2	8	3	Nore Sand, River Thames	-	-	1	2	-	-	-	-	-	3
Kettleness Steel, Yorkshire	1	1	-	-	-	-	-	-	-	-	North Bank, River Mersey	1	1	-	-	-	-	-	-	-	-
Kimmeridge Ledge, Dorset	1	1	-	-	-	1	1	-	-	-	North Bishop Rock, Pembrokeshire	-	1	-	-	1	-	-	-	-	-
Kish Bank, Dublin	-	2	1	-	1	-	2	1	1	-	North Carr Rock, Fifeshire	-	1	-	-	-	-	-	-	-	-
Knock Sand, Lincolnshire	-	-	-	2	-	-	-	-	-	-	North Rock, County Down	1	1	1	1	-	-	-	-	-	-
Knowle Sand, off Mablethorpe	-	-	-	-	-	1	-	-	-	-	North Sand, Norfolk	5	-	-	1	4	-	2	-	-	-
Kynys Wullt Rock, off Crigyll, Anglesea.	-	-	1	-	-	-	-	-	-	-	North Spit, Liverpool Bay	-	-	-	-	-	-	-	-	-	1
											Northam Sands, North Devon	3	-	-	1	-	-	-	-	1	-
Lady Bank, Firth of Tay	-	-	-	-	-	-	1	-	-	1	Oaze Sand, Mouth of Thames	1	-	1	-	-	1	-	-	-	1
Lady Island, Troon	1	1	-	-	-	-	-	-	-	1	Old Bank, Findhorn	-	-	-	1	-	-	-	-	-	-
La Fad Rock, entrance to Eyemouth Harbour.	-	1	-	-	-	-	-	-	-	-	Old Horse Rocks, South of Scarborough.	-	1	-	-	-	-	-	-	-	-
Landguard Spit, Harwich	-	1	-	-	-	-	-	-	-	-	Oldshore Sands, Sutherlandshire	1	-	-	-	-	-	-	-	-	-
Leigh Middle Sand, Essex	-	-	-	-	-	1	2	-	-	-	Outer Gabbard Sand, off Harwich	-	-	-	-	-	-	-	1	-	-
Leman and Ower Sand, off Norfolk	-	1	3	4	7	-	3	2	3	2	Owers Rock, Sussex	-	-	2	1	2	-	-	-	-	1
Little Herwit Sand, Firth of Forth	-	-	-	-	-	1	1	-	-	-	Oxcar Bank and Rocks, Firth of Forth	1	-	-	-	-	1	1	-	-	-
Long Banks, Wexford	3	1	1	-	-	-	1	1	1	-	Oyster Island, Sligo	1	1	-	-	-	-	-	-	-	-
Long Rock, Ballywalter	-	1	1	-	-	-	-	-	-	1											
Long Rock, Cork	-	1	-	-	-	-	-	-	-	-											
Long Sand, Essex	10	12	16	13	13	4	8	6	12	7											
Long Sand, Lynn Well	-	1	-	-	-	-	-	-	-	1											
Long Sand, Tynemouth	-	-	1	-	-	-	-	-	-	-	Pan Sand, Whitstable	-	-	-	-	-	-	-	-	-	1
Long Scaur, Durham	-	1	1	4	3	-	1	2	-	-	Par Sands, Fowey	-	1	-	-	1	-	-	-	-	-
Longnose Rocks, Kent	-	1	4	-	1	1	2	4	-	-	Patch Sand	-	-	-	-	1	-	-	-	-	-
Longships Rocks, Cornwall	-	-	2	-	-	-	-	-	-	-	Paterson's Rocks, Sanda Island	-	-	-	1	1	-	-	-	-	1
Lucifer Bank, Wexford	1	-	-	-	1	-	1	-	-	-	Peffer Sands, Haddingtonshire	-	1	-	-	1	-	-	-	-	-
Lugo Bank, Falmouth Harbour	-	-	-	-	-	-	-	1	-	-	Pembrey Sands, Carmarthenshire	1	-	-	-	-	-	-	-	-	-
Lumpford Bank, Lough Larne	-	-	-	-	-	1	-	-	-	-	Pendine Sand, Pembrokeshire	-	-	-	-	1	-	-	-	-	-
Lynch Sand, Burry River	-	-	-	-	-	-	1	-	-	-	Pennington Spit, Solent	-	-	-	-	-	-	-	-	-	4
											Pentland Skerries	-	-	2	-	-	-	-	-	-	1
Mablethorpe Sands, Lincolnshire	-	-	1	-	-	-	-	-	-	-	Peveril Ledge, near Swanage, Dorset	-	1	-	-	-	-	-	-	-	1
Magee Island, Lough Larne	-	-	-	1	-	2	2	2	2	-	Piel Ridge, Lancashire	-	1	-	1	-	-	-	-	-	-
Magee Rocks, outside of Boddam Harbour.	-	-	-	-	-	1	-	-	-	-	Pilling Sands, Fleetwood	1	-	-	-	-	-	-	-	-	-
Maiden Rocks, County Antrim	-	1	-	-	-	-	-	-	-	-	Pladda Island, Bute	1	-	-	-	-	-	-	-	-	-
Manacles Rocks, Cornwall	-	1	-	-	1	-	1	1	-	-	Platters Rocks, Skerries, Anglesea	-	-	-	1	1	2	-	-	-	-
Maplin Sand, Essex	9	3	-	5	5	2	4	7	16	15	Platters Sand, off Landguard Fort, Suffolk.	-	1	-	1	3	-	-	-	-	-
Marcald Rock, Peterhead Bay	-	-	-	-	-	1	-	-	-	-	Plough Rock, near Holy Island, Durham.	1	-	-	-	-	-	-	-	-	1
Margate Sands, Kent	2	1	3	2	-	-	-	-	-	-	Plough Rock, off Cloghy, County Down	-	-	-	-	-	-	-	-	-	-
Maudsley Shoal, Orfordness	-	1	-	-	-	-	-	-	-	-	Point of Ayr Bank	-	1	-	-	-	-	-	-	-	-
Maydulse Rocks, Firth of Forth	-	-	-	-	-	-	1	1	-	-	Pole Sand, Teignmouth	-	-	-	-	1	-	-	-	1	1
Mecammon Island, off Cloghy, Co. Down.	-	-	-	-	-	-	2	1	-	-	Pollard Sand, Whitstable	-	-	-	-	-	1	-	-	-	-
Menavore Rock, Scilly	-	-	1	-	-	-	-	-	-	-	Portcawl Sands, Glamorganshire	2	1	-	-	-	-	-	-	-	-
Men of Moy Rocks, off St. John's Point, Pentland Firth.	-	-	-	-	-	-	1	-	-	-	Praa Sand, Cornwall	1	1	-	1	-	-	-	-	-	-
Mew Island, County Down	1	-	-	-	-	1	-	-	-	1	Protector Sand, off the Humber	-	-	-	-	1	-	-	-	-	-
Middle Bank, off the Owers, Sussex	-	-	1	-	-	-	-	-	-	-	Proud Foot, Wick Bay	-	-	-	-	-	-	-	-	-	1
Middle Ridge, Devon	-	-	-	-	1	-	-	-	-	-	Puffin Island, East Coast of Anglesey	-	1	3	1	2	-	-	-	-	-
Middle Sand, Essex	2	-	1	-	-	-	-	-	3	1	Pye Sand, Essex	-	-	1	-	-	1	1	-	-	-
Middle Sand, River Humber	1	-	-	-	-	-	1	1	-	-											
Middle Spit, Cardiff Roads	-	1	-	-	-	-	-	-	1	1											
Mixen Rock, near the Owers, Sussex	-	-	-	-	1	-	-	-	-	-	Querns, off Ramsgate	-	-	-	-	-	-	-	-	-	-
Mixen Sands, near the Mumbles	-	-	-	-	-	-	1	1	-	-											
Mole Rocks, Dover	1	-	-	-	-	-	1	2	4	-											
Monachan Rock, Whithorn Bay, Wigtonshire.	-	-	-	1	-	-	-	-	-	-	Rabbit Islands, Kyles of Tongue, Sutherlandshire.	-	-	-	-	-	-	-	-	-	-
Morte Stones, North Devon	1	1	1	-	-	-	-	-	-	-	Race Bank, off Norfolk	-	-	-	1	-	-	-	-	-	-
Mount Batten Reef, Plymouth Sound	1	1	-	-	-	-	-	-	-	-	Rajah Toole's Rock, Galway Bay	-	-	-	-	-	-	-	-	-	1
Mousehole Island, near Penzance, Cornwall.	-	1	-	-	-	-	-	-	-	-	Ramsdale Scar, near Scarborough	-	-	-	-	1	-	-	-	-	-
Mouse Sand, mouth of Thames	-	-	-	-	-	-	3	-	-	-	Rathlin Island, Antrim	-	1	2	-	1	2	-	-	-	-
Muck Island, Co. Antrim	-	1	-	-	-	-	-	-	-	-	Rattray Briggs, Aberdeen	-	-	-	-	-	-	-	-	-	-
Muckle Skerries, Shetland	-	-	1	-	-	-	-	-	-	-	Ray Sand, Essex	-	-	-	1	-	-	-	-	-	-
Muglin Rocks, Dublin	-	-	-	-	-	-	1	1	-	-	Redcar Rocks, Yorkshire	-	5	5	2	2	1	1	2	-	-
Mutton Island, Galway Bay	-	-	1	-	-	-	1	-	1	-	Red Sand, near the Nore	-	-	-	-	-	-	-	-	-	-
											Remington Spit, Lymington, Hants	-	-	-	-	-	-	-	-	-	-
Nash Sand, Glamorganshire	1	-	1	3	1	1	-	-	2	-	Retarrier Ledge, Scilly Isles	-	-	-	-	-	-	-	-	-	-
Newarp Sand, Norfolk	-	-	-	-	-	-	-	1	-	-	Rhoscolyn Cairn, Anglesea	-	1	-	2	-	-	-	-	-	-
Newcombe Sand, near Dungeness	-	-	-	-	1	-	-	3	-	-	Rhosilly Sand, Glamorgan	1	-	-	-	-	-	-	-	-	-
Newcome Sand, Norfolk	4	1	3	5	2	2	4	4	5	1	Ridge Bank, off Cloghy, County Down	-	-	-	-	-	1	-	-	-	-
Newgate Sand, Pembroke	-	-	-	1	-	-	-	-	-	-	Ridge Sand, Kent	-	-	-	2	1	2	1	-	-	-
											Riff Bank, near Chanonry Point, Cromarty.	-	-	-	-	-	-	-	-	-	-
											Risa Little, Orkney Islands	-	-	-	1	-	-	-	-	-	-

Name of Sand or Rock.	1868.	1869.	1870.	1871.	1872.	1873. Jan. to June.	1873-4.	1874-5.	1875-6.	1876-7.	Name of Sand or Rock.	1868.	1869.	1870.	1871.	1872.	1873. Jan. to June.	1873-4.	1874-5.	1875-6.	1876-7.		
Walney Island, Lancashire	-	3	1	1	-	4	-	2	-	-	Whiting Sand, Suffolk	-	1	2	1	-	1	-	-	-	3		
Walpole Rock, near Margate	-	-	2	-	-	-	-	-	-	-	Whitaker Sand, Essex	-	-	-	-	-	1	1	1	2	-		
Warden Ledge, Isle of Wight	-	-	-	-	-	-	-	1	1	-	Wolf Rock, Cornwall	-	1	-	-	-	-	-	-	-	-		
Watson's Rock, Carlingford Lough	-	-	-	-	-	-	-	-	1	1	Wolves Rocks, Bristol Channel	-	1	-	-	1	-	1	1	-	4		
Weir Island, Menai Straits	-	-	-	-	-	-	-	-	1	-	Woolcombe Sands, North Devon	-	1	-	-	-	-	-	-	-	-		
Well Bank, Norfolk	-	-	-	-	-	1	-	-	-	-	Woolpack Sand, Lynn Deepes	-	-	3	-	1	1	-	-	1	1		
Wells Sands, Norfolk	-	4	2	-	-	3	-	-	2	1	Woolsteners, off Hayling Island	-	-	-	-	-	-	1	-	-	-		
West Bank, Belfast Lough	-	-	1	-	-	-	-	-	-	-													
West Beacon Sand, Lynn Roads	-	-	-	-	-	-	-	-	1	-													
West Mark Knock Sand, Lynn Roads.	1	1	-	-	-	-	-	-	-	-													
West Middle Bank, near Formby	-	-	-	1	-	-	-	-	-	-	Yell Sound, Shetland Islands	-	-	-	1	-	-	-	-	-	-		
West Mouse Sand, Anglesea	-	1	1	-	-	-	-	-	-	-	Yeoman's Bank, near Morecambe	-	-	-	-	-	-	1	-	-	-		
West Rocks, Harwich	-	1	-	1	-	-	2	-	1	-													
Whale Back Rock, near Lossiemouth	-	-	-	-	-	-	-	-	1	-													
Whiddy Island, Bantry Bay	-	-	-	-	-	-	-	-	1	-													
Whitburn Steel, Durham	-	2	3	1	2	-	-	1	1	6													
Whitby Sands and Rocks, Yorkshire.	1	-	3	2	-	1	2	5	-	2													
White Steel, Durham	-	-	-	-	-	-	-	-	2	-	Zimbra Flats, River Mersey	-	2	-	-	-	-	-	-	-	-		
White Stones, near Banff	-	-	-	-	-	-	-	1	-	1													
Whitestones, off Sunderland	-	-	-	-	-	-	-	-	-	1													
Whitford Sands, Glamorgan	-	1	1	-	-	-	1	-	-	-													
Whithorn Island, Wigton	-	1	-	-	-	-	-	1	-	-													
Whithouse Sands, Northumberland	-	-	1	-	-	-	-	-	-	-	Totals	-	-	-	294	285	218	255	296	123	234	304	325

APPENDIX B. TO PART II.

Number of CASUALTIES to SHIPPING which occurred in Rivers and Harbours of the United Kingdom during the year 1876-7, distinguishing between Total Losses and Serious and Minor Casualties.

NOTE.—River casualties, when no limits are mentioned, include all casualties that happened above the mouths of the rivers.

Name of River or Harbour.	No. of Wrecks, &c.				Nature of Casualty.				No. of Vessels lost or damaged.				No. of Lives lost.
	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Found- erings.	Strand- ings.	Colli- sions.	Other Causes.	British Vessels.		Foreign Vessels.		
									Sailing Vessels.	Steam Vessels.	Sailing Vessels.	Steam Vessels.	
Aberdeen - - -	—	1	2	3	—	1	2	—	3	2	—	—	—
Amlwch - - -	—	1	—	1	—	—	1	—	2	—	—	—	—
Anstruther - - -	1	—	—	1	—	1	—	—	1	—	—	—	—
Arbroath - - -	—	1	1	2	—	1	1	—	3	—	—	—	—
Ardrossan - - -	—	—	2	2	—	1	1	—	2	1	—	—	—
Avon River (Bristol)	—	4	25	29	—	8	19	2	20	24	3	2	—
Ayr - - -	—	—	3	3	—	—	2	1	5	—	—	—	—
Banff - - -	—	—	1	1	—	—	1	—	2	—	—	—	—
Bangor - - -	—	1	4	5	—	2	1	2	5	1	—	—	—
Barrow - - -	—	—	2	2	—	1	—	1	1	1	—	—	—
Belfast - - -	—	3	8	11	—	1	10	—	17	5	—	—	—
Berwick - - -	—	1	5	6	—	3	1	2	2	2	3	—	—
Blyth - - -	—	—	1	1	—	—	—	1	1	—	—	—	—
Boscastle - - -	—	1	—	1	—	1	—	—	1	—	—	—	—
Bridlington - - -	—	1	—	1	—	—	1	—	3	—	—	—	—
Brixham - - -	—	1	2	3	—	—	—	3	3	—	—	—	—
Brue River - - -	—	1	—	1	—	1	—	—	1	—	—	—	—
Cardiff - - -	—	3	9	12	1	2	8	1	9	5	9	—	—
Cardigan - - -	—	—	1	1	—	—	1	—	2	—	—	—	—
Carnarvon - - -	—	—	4	4	—	1	2	1	7	—	—	—	—
Carron River - - -	—	1	2	3	—	—	2	1	2	2	—	1	—
Charlestown - - -	—	—	2	2	—	1	—	1	2	—	—	—	—
Clyde - - -	2	4	9	15	1	—	13	1	7	21	—	—	1
Colne - - -	—	1	1	2	—	—	2	—	5	—	—	—	—
Cork - - -	1	1	2	4	—	1	3	—	3	4	—	—	—
Cowes - - -	—	—	2	2	—	—	2	—	3	1	—	—	—
Dee River (Cheshire) - -	—	1	8	9	—	1	7	1	17	1	1	—	—
Donaghadee - - -	—	—	1	1	—	—	1	—	1	1	—	—	—
Dover - - -	—	1	2	3	—	1	1	1	1	2	1	—	—
Dovey River - - -	—	—	1	1	—	1	—	—	1	—	—	—	—
Dundalk - - -	—	—	2	2	—	—	2	—	2	2	—	—	—
Dundee - - -	—	1	1	2	—	1	—	1	1	1	—	—	—
Exe River - - -	—	—	1	1	—	1	—	—	1	—	—	—	—
Falmouth - - -	—	2	3	5	—	3	1	1	5	1	—	—	—
Fleetwood - - -	—	—	1	1	—	1	—	—	—	1	—	—	—
Fowey - - -	—	1	1	2	—	—	1	1	3	—	—	—	—
Foyle River - - -	—	2	—	2	—	1	—	1	—	2	—	—	—
Galway - - -	—	1	1	2	1	—	—	1	2	—	—	—	—
Garliestown - - -	—	—	1	1	—	—	—	1	1	—	—	—	—
Glasson Dock - - -	—	—	2	2	—	2	—	—	1	—	1	—	—
Goole - - -	—	—	1	1	—	1	—	—	1	—	—	—	—
Granton - - -	—	2	4	6	—	—	6	—	3	7	2	1	—
Grimsby - - -	—	2	4	6	—	3	3	—	7	2	1	—	—

Name of River or Harbour.	No. of Wrecks, &c.				Nature of Casualty.				No. of Vessels lost or damaged.				No. of Lives lost.
	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Found- erings.	Strand- ings.	Colli- sions.	Other Causes.	British Vessels.		Foreign Vessels.		
									Sailing Vessels.	Steam Vessels.	Sailing Vessels.	Steam Vessels.	
Hartlepool - - -	1	1	17	19	—	7	12	—	31	3	10	—	4
Harwich - - -	—	—	2	2	—	—	2	—	2	1	1	—	—
Holyhead - - -	—	3	4	7	—	3	3	1	7	3	—	—	—
Humber - - -	2	4	7	13	—	4	9	—	10	13	—	—	2
Ilfracombe - - -	—	1	—	1	—	1	—	—	1	—	—	—	—
Kenmare River - - -	—	1	—	1	—	1	—	—	—	1	—	—	—
Kilkeel - - -	—	—	1	1	—	—	1	—	2	—	—	—	—
Kingstown - - -	—	1	4	5	—	—	4	1	9	1	—	—	—
Leith - - -	—	1	1	2	—	—	1	1	2	1	—	—	—
Lerwick - - -	—	1	1	2	—	1	—	1	2	—	—	—	—
Leven Quay - - -	—	1	—	1	—	—	—	1	—	1	—	—	—
Liffey River - - -	—	2	14	16	—	2	12	2	19	8	2	—	—
Littlehampton - - -	—	—	1	1	—	—	1	—	2	—	—	—	—
Llanelly - - -	—	—	2	2	—	—	1	1	3	—	—	—	—
Lowestoft - - -	—	2	3	5	—	—	4	1	9	1	—	—	—
Lyme - - -	—	1	7	8	—	—	1	7	9	—	—	—	—
Margate - - -	—	1	1	2	—	1	1	—	3	—	—	—	—
Maryport - - -	—	2	—	2	—	—	—	2	—	1	1	—	—
Medway - - -	—	—	6	6	1	—	4	1	5	5	—	—	—
Mersey - - -	5	42	141	188	6	48	115	19	181	112	25	3	4
Milford Haven - - -	—	2	4	6	—	2	2	2	6	2	—	—	—
Montrose River - - -	—	—	1	1	—	1	—	—	1	1	—	—	—
Moy River - - -	—	1	2	3	—	1	—	2	1	2	—	—	—
Nen River - - -	—	1	—	1	—	1	—	—	—	1	—	—	—
Newhaven - - -	—	—	2	2	—	—	2	—	1	2	1	—	—
Newport (Mon.) - - -	—	—	3	3	—	1	—	2	—	3	—	—	—
Newry - - -	—	—	4	4	—	3	—	1	4	—	—	—	—
Orwell River - - -	—	—	2	2	—	1	1	—	2	1	—	—	—
Ouse River* - - -	—	3	2	5	—	1	4	—	5	4	—	—	—
Parret River - - -	—	—	5	5	—	1	4	—	9	—	—	—	—
Peel - - -	—	1	—	1	—	1	—	—	1	—	—	—	—
Pembroke - - -	—	—	1	1	—	—	—	1	1	—	—	—	—
Penzance - - -	—	1	—	1	—	—	—	1	1	—	—	—	—
Peterhead - - -	—	2	1	3	—	1	2	—	3	2	—	—	—
Plymouth - - -	1	2	15	18	—	4	10	4	24	1	3	—	—
Porthcawl - - -	—	1	—	1	—	—	—	1	1	—	—	—	—
Portmadoc - - -	—	2	3	5	—	2	2	1	8	—	—	—	—
Portrush - - -	—	—	1	1	—	—	—	1	1	—	—	—	—
Portsmouth - - -	—	2	6	8	—	—	6	2	9	3	2	—	—
Ramsey, Isle of Man - - -	—	—	1	1	—	1	—	—	—	—	1	—	—
Ramsgate - - -	—	—	3	3	—	2	1	—	2	1	1	—	—
Ribble River - - -	—	1	—	1	—	1	—	—	1	—	—	—	—
St. Mary's (Scilly) - - -	—	—	1	1	—	—	1	—	1	1	—	—	—
Seaham - - -	—	1	—	1	—	1	—	—	—	1	—	—	—
Shannon River - - -	—	—	1	1	—	1	—	—	—	1	—	—	—
Shoreham - - -	—	—	3	3	—	1	2	—	5	—	—	—	1
Suir River - - -	—	2	6	8	—	3	5	—	5	5	2	1	—
Sunderland - - -	—	7	27	34	—	4	27	3	35	19	7	—	—
Swansea - - -	—	1	2	3	—	1	2	—	1	2	2	—	—
Tees River - - -	—	5	7	12	—	4	8	—	9	8	3	—	—
Thames River - - -	3	86	216	305	2	21	248	34	348	197	21	13	2
Torquay - - -	—	—	2	2	—	—	2	—	4	—	—	—	—
Troon - - -	—	1	2	3	—	—	1	2	2	2	—	—	—
Truro River - - -	—	1	—	1	—	—	—	1	1	—	—	—	1
Tyne River - - -	1	14	36	51	1	7	37	6	30	47	13	6	—

Name of River or Harbour.	No. of Wrecks, &c.				Nature of Casualty.				No. of Vessels lost or damaged.				No. of Lives lost.
	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Found- erings.	Strand- ings.	Colli- sions.	Other Causes.	British Vessels.		Foreign Vessels.		
									Sailing Vessels.	Steam Vessels.	Sailing Vessels.	Steam Vessels.	
Usk River - -	—	2	17	19	—	3	16	—	28	6	1	—	—
Wexford - -	—	—	2	2	—	—	2	—	4	—	—	—	—
Weymouth - -	—	—	2	2	—	—	2	—	3	1	—	—	—
Whitby - -	—	2	1	3	—	—	2	1	2	3	—	—	—
Whitehaven - -	—	—	1	1	—	—	1	—	1	1	—	—	—
Wick - -	—	—	1	1	—	1	—	—	1	—	—	—	—
Wigtown - -	—	—	2	2	—	1	1	—	2	1	—	—	—
Yarmouth (Gt.) - -	—	—	1	1	—	—	1	—	—	1	1	—	—
Yarmouth (Isle of Wight)	—	—	1	1	—	1	—	—	—	1	—	—	—
Youghal - -	—	1	1	2	—	1	—	1	2	—	—	—	—
Total - -	17	245	722	984	13	184	658	129	1020	560	118	27	15

Appendix to Part III.

APPENDIX TO PART III.

NUMBER of CASUALTIES TO SHIPPING, reported to the Board of Trade during the Year 1876-7, as having occurred to British Vessels in Rivers and Harbours Abroad, and to British or Foreign Vessels in Rivers and Harbours in British Possessions Abroad, distinguishing between Total Losses, and Serious and Minor Casualties.

	No. of Wrecks, &c.				Nature of Casualty.				No. of Vessels lost or damaged.				No. of Lives lost.
	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British Vessels.		Foreign Ves sels		
									Sailing Vessels.	Steam Vessels.	Sailing Vessels.	Steam Vessels.	
Rivers - - -	2	37	80	119	—	52	44	23	59	84	14	6	1
Harbours - - -	10	47	97	154	—	49	74	31	118	87	20	13	1
Total - - -	12	84	177	273	—	101	118	54	177	171	34	19	2

APPENDIX TO PARTS I., II., III., AND IV.

Table I.—Total Losses with or without Loss of Life :

Detailed List of Sea Casualties involving TOTAL LOSS OF VESSEL which occurred on or near the Coasts of the United Kingdom during the 12 months ended 30th June 1877, or which were reported during the same period as having occurred to British Vessels Abroad or to British or Foreign Vessels on the Coasts of British Possessions Abroad.

Table II.—Partial Losses with Loss of Life :

Detailed List of Sea Casualties involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE which occurred on or near the Coasts of the United Kingdom during the 12 months ended 30th June 1877, or were reported during the same period as having occurred to British Vessels Abroad or to British or Foreign Vessels on the Coasts of British Possessions Abroad.

VESSELS TOTALLY LOST AND LIVES LOST.

APPENDIX TO PARTS I., II., III., AND IV.

Table I.—Detailed List of Sea Casualties involving TOTAL LOSS OF VESSEL which occurred on or near the Coasts of the United Kingdom during the 12 months ended 30th June 1877, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on the Coasts of British Possessions Abroad; in five divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels.

(1) FOUNDERINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of vessel, and whether of iron or wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1875. 6 Jan.	"Annie Young" 4 years.	Melbourne	-	Cutter, W.	11	Supp. 3	Unknown	Messrs. Rittenhoff, Yanua, Fiji.	Moored in Levuka Harbour	Levuka Harbour	Ballast	-	Unknown	Levuka Harbour, Fiji.
11 Dec.	"Waitesa" Unknown.	Not registered	-	Brig. W.	100	Say 6	-	Unknown	Moulmein	Nicobars	General	-	-	Near Double Island, Burnah Coast, Bay of Bengal.
1876. 24 April	"Swansea Packet" 20 years.	Hobart Town, Tasmania.	-	Schooner, W.	40	4	G. Atkinson	H. W. Lloyd, Hobart Town.	Hobart Town	Launceston, Tas.	General	-	W. 10	About 60 miles E. of Eddy- stone Point, Coast of Tas- mania.
14 May	"Kate" 17 years.	Wellington, N.Z.	-	Proc. & Aft Schooner, W.	26	3	C. Klein	J. E. Tilly, Wan- gaui, N.Z.	Charlesston, N.Z.	Hokitika, N.Z.	Ballast	-	S.W. 3	18 miles W. of Grey River, N.Z.
1 May	"Gem" 31 years.	Melbourne	-	Cutter, W.	51	6	Unknown	J. Blyth, Mel- bourne.	Irrin River, W.A.	Fremantle, W.A.	Wheat, &c., 4 passengers.	10 (8 crew, 4 passrs.)	E.N.E.	Just inside Rottnest Island, Western Australia.
8 June	"Tuspan" 20 years.	Sydney, N.S.W.	-	Barque, W.	222	8	J. Loufitt	W. Warburton, Sydney, N.S.W.	Newcastle, N.S.W.	Brisbane	Coal and general.	-	W.S.W.	N.E. of Cape Byron, and E.S.E. of Mount Warring, N.S.W.
20 June	"L. W. Eaton" 13 years.	Yarmouth, N.S.	-	Brigantine, W.	141	7	W. H. Crosby	E. Rogers & Sons, Yarmouth, N.S.	St. John's, Newfld.	Wexford	Timber	-	N.W. 6	Lat. 45° 0' N., Long. 87° 0' W., N. Atlantic.
1 July	"Lincoln" 10 years.	N. Shields	-	Barque, W.	1,182	21	A. Cunningham	R. B. Avery, N. Shields.	Bassein	London	Rice	-	S.E. 3	Lat. 23° 30' S., Long. 41° 50' E., Indian Ocean.
3 July	"Vinego" 10 years.	Southampton	-	Fore & Aft Schooner.	28	7	C. Brown	A. & M. Herschell, Liverpool.	Santa Isabel, Fernando Po.	Ebobey	Ballast	-	- Var.	1½ miles outside Melville Bay, Fernando Po.
4 July	"Osseo" 3 years.	Halifax, N.S.	LL 7 A 1, 774	Barque, W.	644	13	A. Fulton	J. O'Brien, Mac- cam, N.S.	Akyab	Falmouth	Rice, 1 pas- senger.	-	N.W. 12	Lat. 31° 37' S., Long. 39° 51' E., Indian Ocean.
4 July	"Triton" 56 years.	Maryport	-	Schooner, W.	62	2	W. Hughes, Morta Nevin, Carnarvonshire	Liverpool	Holyhead	Holyhead	Coal	-	N.W. 5	4 miles E.S.E. of Little Orme's Head, Carnarvonshire.
16 July	"Flirt" 3 years.	Sydney, N.S.W.	-	Schooner, W.	34	4	A. Donnelly	J. Kemp, Sydney, N.S.W.	Canden Haven, W.A.	Sydney, N.S.W.	Timber	-	S.E. 12	Seal Rock Bay, N.S.W.
16 July	"Rowena" 21 years.	Liverpool	LL resid. 1875, 4 A 1, 175.	Ship, W.	1,175	23	P. Hole	J. H. Worthing- ton, Liverpool.	Gopaulpore	London	General	-	S.W. 10	Lat. 16° 40' N., Long. 86° 38' E., Bay of Bengal.
24 July	"Sevasundava- puray," 7 years.	Jafna	-	Schooner, W.	34	8	C. Murukupulle	- Punniridam, Pagan, Port Pedro, Ceylon.	Trincomalee	Port Pedro Ceylon.	Grain, 45 passengers.	-	- 2	Off Mullaittoe, Ceylon.
26 July	"Friend's Ende- avour," 56 years.	Gt. Yarmouth	-	Fishing Snack, W.	22	4	H. Darsdon	W. T. Anderson, Great Yarmouth.	Bremerhaven	Great Yar- mouth.	Ballast, 1 passenger (owner).	-	W. by S.	9 miles off Ameland. Holland.
27 July	"Columbia" 56 years.	Carnarvon	-	Schooner, W.	95	5	E. Williams, Nevin, Carnarvonshire	Alloa	Alloa	Peole	Coal	-	S.W. 3	15 miles E. of Scarborough.

VESSELS TOTALLY LOST AND LIVES LOST.

23 July	"Mohamed Bux "	32 years.	Pambun, India.	-	-	-	Brig. W.	105	Say 6	-	-	Miskeen	-	Wapa Saib and Noor Mohamed Marcas, Kedah carry.	Negapatam	Colombo	-	Rice and oil cake.	-	S.S.E. 9	Lat. 9° 30' N., Long. 79° 22' E., Indian Ocean.
31 July	"N. W. Blethen "	2 years.	Yarmouth, N.S.	-	-	-	Ship. W.	1,092	18	-	J. F. Cox	-	Dennis and Deane, Yarmouth, N.S.	Baltimore	London	-	Corn, 3 passengers.	-	17 (14 crew, 3 pass.)	S.S.E. 9	Lat. 39° 30' N., Long. 69° 30' W., N. Atlantic.
31 July	"Stewart Lane "	12 years.	Liverpool	Ver. 3/3. L. 1. 1., for 3 years, from 6.77, 3.76.	-	-	Ship, W.	1,162	21	-	H. Hickman	-	J. H. Allen, Liverpool.	Point Lobos	British port, for orders.	-	Guano	-	-	Var. 9	Lat. 56° 11' S., Long. 63° 49' W., S. Atlantic.
— July	"Rover's Bride "	12 years.	Launceston, Tasmania.	-	-	-	Cutter, W.	17	3	-	Unknown	-	M. Ganuf, Launceston, Tas.	Launceston, Tas.	George's Bay, Tas.	-	General	-	-	S.W.	Off Swan Island Banks, N.E. extremity of Tasmania.
2 Aug.	"Young Man's Endeavour,"	12 years.	Boston	-	-	-	Sloop, W.	37	2	-	J. Smith, Grimsby	-	J. Smith, Grimsby	Wells, Norfolk	Theedlethorpe.	-	Shingle	-	-	S.E. 6	4 miles E. of Chapel, Lincolnshire.
3 Aug.	"Banks of Spay "	Unknown.	Banff	-	-	-	W.	About 2	6	-	P. Geddes, Banff	-	P. Geddes, Banff	From fishing to Peterhead	-	Ballast	-	3	S.E. 9	Off the N. Head of Peterhead.	
3 Aug.	"Jupiter "	16 years.	Lyttleton, N.Z.	-	-	-	Ketch, W.	26	3	-	R. Day	-	A. Horubrook, N.Z.	Heathcote, N.Z.	Aurori Bluff, N.Z.	-	Ballast	-	-	-	Outside Sumner Bar, Heathcote River, N.Z.
3 Aug.	"William and Susan "	13 years.	Kirkcaldy	-	-	-	Lugger, W.	14	6	-	W. Thomson, Kirkcaldy	-	W. Thomson, Kirkcaldy	Shields, for fishing	-	Ballast	-	6	S.E. 10	About 13 miles E. by S. of Tyne-mouth.	
4 Aug.	"Clematis "	4 years.	Auckland, N.Z.	-	-	-	Ketch, W.	67	6	-	G. H. Clark	-	R. Cashmore and W. Robinson, Auckland, N.Z.	Auckland, N.Z.	Timaru, N.Z.	-	Timber, 1 passenger.	-	7 (6 crew, 1 pass.)	- 9	Off Banks' Peninsula, N.Z.
5 Aug.	"Eliza "	29 years.	Lowestoft	-	-	-	Smack, W.	33	5	-	A. Archer, Lowestoft	-	A. Archer, Lowestoft	Lowestoft, for fishing	-	-	-	-	S.S.W. 1	36 miles E. by N. of Lowestoft.	
10 Aug.	"Rising Sun "	16 years.	St. John's, Newfld.	-	-	-	Schooner, W.	23	5	-	D. Lock	-	W. H. Ware, St. John's.	Trinity, Newfld., for fishing	-	Ballast	-	-	S.W. 9	Trinity Bay, Newfoundland.	
13 Aug.	"Mary Anne "	19 years.	Aberystwith	-	-	-	Brigantine, W.	122	4	-	M. Jones	-	J. Rees, Briton Ferry.	Middlesboro'	Swansea	-	Pig iron	-	-	S.W. 2	About 10 miles E.N.E. of Landy Island, Bristol Channel.
13 Aug.	"Maud Helen "	21 years.	Belfast	-	-	-	Barque, W.	700	15	-	W. Millikin	-	T. Dixon & Sons, Belfast.	Belfast	Quebec	-	Ballast	-	-	Var. 9	Lat. 50° 20' N., Long. 18° 18' W., N. Atlantic.
17 Aug.	"Scotstown "	2 months.	Glasgow	Ll. 100 A 1, 6.76	-	-	Ship, L.	1,653	32	-	D. Johnston	-	W. A. Brown, Glasgow.	Glasgow	San Francisco.	-	Coals and general.	-	-	N.W.	Lat. 38° 15' S., Long. 42° 40' W., S. Atlantic.
23 Aug.	"Elizabeth "	27 years.	Sierra Leone	-	-	-	Schooner, W.	100	20	-	T. Marshall	-	C. W. M. Huddle, Freetown, Sierra Leone.	Sierra Leone	Rock ' Carpenter.	-	Ballast, 7 passengers.	-	3 (crew.)	- 6	Near Rock Carpenter, Sierra Leone.
24 Aug.	"Tunstall "	6 months.	London	Liv. 18 years, Red, 4.76.	-	-	S.S., L.	685	18	-	W. Hall	-	J. S. Barwick, Sunderland.	Hamburg	Sunderland	-	Ballast	-	-	W.N.W. 5	About 10 miles S. of Heligoland.
30 Aug.	"Ellen F. "	2 years.	Miramichi, N.B.	-	-	-	Schooner, W.	116	5	-	J. V. Stradish	-	W. Ferguson, Tracadie, N.B.	Harbor Grace, Newfld.	Tracadie, N.B.	-	Ballast	-	-	N.E. 9	Lat. 48° 31' N., Long. 50° 30' W., N. Atlantic.
30 Aug.	"Windoor "	1 year.	Quebec	Ver. 3/3. L. 1. 1., for 10 years, from 7.77, 7.77.	-	-	Ship, W.	1,443	26	-	J. O. Reaume	-	P. V. Valin, Quebec	Bombay	Hull	-	Linseed	-	-	E.S.E. 6	Lat. 20° 46' N., Long. 60° 2' W., N. Atlantic.
31 Aug.	"Augusta "	30 years.	Inverness	-	-	-	Schooner, W.	88	4	-	R. Ross	-	M. Morrison, Inverness.	Sunderland	Inverness	-	Coal	-	-	N.N.E. 10	5 miles N. of Berwick.
— Aug.	"Jane Strachan "	Unknown.	Montrose	-	-	-	Lugger, W.	18	5	-	J. Craigie, Montrose	-	J. Craigie, Montrose	Gourdon, for fishing	-	Ballast	-	5	-	-	About 30 miles S.E. of Bervie Brow, near Montrose.
— Aug.	"William and Betsy "	14 years.	Sydney, N.S.W.	-	-	-	Ketch, W.	35	2	-	J. Bens	-	G. Purdie, Sydney, N.S.W.	Sydney, N.S.W.	Broken Bay, N.S.W.	-	Ballast	-	-	E. 11	Abreast of Seal Rocks, near Port Stephens, N.S.W.
1 Sept.	"John and Thomas "	30 years.	Grimsby	-	-	-	Sloop, W.	34	3	-	J. Gray	-	L. R. Lucas, Louth	Anderby, Lincolnshire.	Grimsby	-	Ballast	-	-	N.N.W. 6	3 miles S. by E. of Spurn Lights.
5 Sept.	"Rio "	25 years.	London	-	-	-	Brig, W.	227	7	-	W. H. Weatherdon	-	D. Ridgway, Dartmouth.	Guernsey	London	-	Stone	-	-	W.S.W. 6	To the eastward of Alderney.
8 Sept.	"Look Out "	13 years.	Swansea	-	-	-	Brigantine, W.	139	6	-	D. Williams	-	E. David, Porthcawl, Glamorgan.	Bilbao	Newport	-	Iron ore	-	-	N.W. 9	Lat. 46° N., Long. 5° 50' W., Bay of Biscay.
10 Sept.	"Dunsandle "	22 years.	S. Shields	-	-	-	Barque, W.	359	10	-	G. Boyd	-	T. Smith, Blues, S. Shields.	Quebec	Grangemouth	-	Timber	-	-	N.E. 10	Lat. 45° N., Long. 53° 30' W., N. Atlantic.

VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 11 Sept.	"Daudenong" 11 years.	Melbourne	-	S.S., I.	575	29	J. Irwin	W. H. Smith, Melbourne.	Melbourne	Sydney, N.S.W.	General, 53 passengers.	Supp. 57 (23 crew, 34 pass.)	-	Near Jervis Bay, S. Australia.
12 Sept.	"Favourite" 16 years.	St. John's, Newfld.	-	Schooner, W.	54	10	R. King	J. Mann, Harbor Grace.	Cape Harrison, Labrador.	Francis Harbor, Labrador.	Cod fish and cod oil.	-	N.N.W. 10	Sloop Cove, Labrador.
12 Sept.	"Sophia" 16 years.	Yarmouth, N.S.	-	Brigantine, W.	92	6	B. Crosby	Ladd, Porter, & Co., Yarmouth, N.S.	Antigua	St. Martin's, W.I.	Ballast	-	S.S.E. 11	Bay of St. Martin's, W.I.
15 Sept.	"Nellie" 8 years.	St. John's, Newfld.	-	Schooner, W.	22	3	J. Morris	A. W. Bremner, Trinity, Newfld.	Trinity, Nfld.	Heart's Content, Newfound.	Ballast	-	S.S.E. 9	Trinity Bay, Newfound.
16 Sept.	"Eliza F. Bateson" Unknown.	Sydney, N.S.W.	-	Brig, W.	163	9	M. Eury	Parramatta, N.S.W.	Pitt's Island, N.Z.	Sydney, N.S.W.	Oil, 16 natives, passengers.	3 (natives.)	E.-	Lat. 12° 45' S., Long. 177° 30' E., S. Pacific.
19 Sept.	"Gem" 19 years.	Ramsey, Isle of Man.	-	Schooner, W.	63	4	T. Callow	T. Voudry, jun., Ramsey, Isle of Man.	Harburg	Shields	Ballast	-	N.N.W. 7	Lat. 55° 17' N., Long. 1° 7' E., N. Sea.
20 Sept.	"Hope" 33 years.	Carnarvon	-	Smack, W.	25	2	R. Th	Newport, Mon.	Newport, Mon.	Milford	Coal	-	E. 2	About 2½ miles S.W. of Nash Light, Bristol Channel.
30 Sept.	"Brothers" 20 years.	London	-	Brig, W.	137	6	J. Searle	G. Searle, London	Lisbon	Plymouth	Super-phosphate.	-	W.S.W. 9	Lat. 41° 38' N., Long. 9° 30' W., Bay of Biscay.
30 Sept.	"Strathnaver" 6 years.	Lytleton, N.Z.	-	Schooner, W.	53	4	W. McDonald	A. Cuff and F. Graham, Lytleton, N.Z.	Waitara, N.Z.	Kaipara, N.Z.	Ballast	1	S.-	N.W. Kemp Channel, near Kaipara, N.Z.
2 Oct.	"Agnes" 17 years.	Greenock	-	Smack, W.	19	4	T. Walton	J. Wenney, Grimsby.	Grimsby, for fishing	-	Ballast	-	E. 4	N. of Donna Nook Beacon and S. of Spurn Head, River Humber, N. Tasmania.
8 Oct.	"Swallow" 32 years.	Launceston, Tasmania.	-	Schooner, W.	66	6	J. H. Burgess	J. H. Burgess and A. Clarke, Torquay, Tas.	Shoalhaven, N.S.W.	Geelong, Victoria.	Maize	-	S.E. 4	14 miles N. of River Blythe, N. Tasmania.
9 Oct.	"Hope" 88 years.	Colchester	-	Spiritual Barge, W.	38	2	W. Clay	G. Holland, E. Donyland, Essex.	Burham, Kent	Colchester	Chalk	-	W.S.W. 7	Off Eastness, near Brightlingsea, Essex.
11 Oct.	"Chalco" 41 years.	Bristol	-	Barque, W.	237	12	A. Morgan	R. and W. King, Bristol.	Half Jack, W. Coast of Africa.	Bristol	Palm oil	-	N.W. 9	About Lat. 47° 18' N., Long. 19° 08' W., North Atlantic.
11 Oct.	"Mary Jane" 19 years.	Swansea	-	Schooner, W.	132	5	T. Jones	R. Priest, Swansea	Bilbao	Swansea	Iron ore	-	W.S.W. 9	25 to 30 miles S.W. of the Scilly Islands.
12 Oct.	"Favourite" 16 years.	Arbroath	-	Schooner, W.	107	5	A. Herald	D. Findlay, Arbroath.	Labrador	Genoa	Codfish	1	W. 10	Lat. 53° 52' N., Long. 45° 46' W., N. Atlantic.
12 Oct.	"Two Marys" 11 years.	Belfast	-	Brigantine, W.	218	7	T. Hill, Belfast	-	Grangemouth	Gottenburg	Coal	-	S. 10	175 miles E. by N. of Kinnaid's Head, Aberdeenshire.
16 Oct.	"Susie E. Smith" 1 year.	Lunenburg, N.S.	-	Schooner, W.	63	Say 3	T. Smith, La Have, N.S.	-	Unknown	Bonne Bay	Ballast	Say 3	-	Gulf of St. Lawrence. Exact spot unknown.
20 Oct.	"Jerome" 30 years.	Belfast	-	Wherry, W.	59	4	J. Houston	R. McFerran, Belfast.	Irvine	Larne, co. Antrim.	Coal	-	N.N.E. 1	8 miles S.E. of the Maidens, co. Antrim.
28 Oct.	"Symmetry" 47 years.	Truro	-	Schooner, W.	85	4	J. Owen, Truro	-	Bangor	Waterford	Slate	-	Calm	40 miles W.S.W. of S. Slack, Anglesea.
— Oct.	"Minnie Cronan" 5 years.	Halifax, N.S.	-	Schooner, W.	86	Suppl. 4	Unknown	D. Fraser, Sheet Harbour, N.S.	Bay of Islands Newfld.	Pictou, N.S.	Dry codfish 1 (owner).	Supp. 5 (4 crew, 1 owner.)	-	Gulf of St. Lawrence. Exact spot not known. Passed at sea abandoned, dismantled, and in a sinking condition.
1 Nov.	"Helen Cook" 29 years.	Sunderland	-	Schooner, W.	70	3	J. Alexander	F. Lamb, Sunderland.	Portsmouth	Sunderland	Chain cables	-	N.N.W. 5	4 miles S.W. by W. of S. Foreland, Kent.
1 Nov.	"Kitty Cohorn" 29 years.	Melbourne	-	Brigantine	405	Suppl. 4	Unknown	J. C. Smith, Melbourne.	Port Augusta.	Esplanade.	Unknown	-	-	Off East of W. Australia.

VESSELS TOTALLY LOST AND LIVES LOST.

2 Nov.	"Janet" 14 years.	-	Beumaris	-	LL. cont. 1874, 8 A 1, 8.74.	Schooner, W.	59	3	H. Griffith	H. Jones, Bonauda, Carnarvon.	Bangor	Limerick	Slate	-	1	E.S.E. 6	130 miles W. of Achill Head, co. Galway, N. Atlantic.
9 Nov.	"St. Patrick" 3 years.	-	Galway	-	-	Snack, W.	9	4	M. Moran,	Claddagh, Galway	Galway, for fishing	Ballast	-	-	6	W. 11	Lat. 36° 32' N., Long. 9° 40' W., N. Atlantic.
12 Nov.	"Genoa" 1 year.	-	London	-	LL. 100 A 1, 11.75	S.S., I.	1,214	29	J. Curragh	R. S. Donkin, N. Shields.	Sulina	Queenstown for orders.	Manize	-	6	E. 12	Midway between Cheduba and Laidong, Bay of Bengal.
12 Nov.	"Yan-Gan" 3 years.	-	Tavoy	-	-	Native Indian Kattoo.	83	18	Moun Shoa	Eon Tavoy	Cheduba	Akyab	Planks and candles and some silver plate.	-	5	S.E. 7	1½ miles S.S.E. of Berwick Pier.
13 Nov.	"Enterprise" 38 years.	-	Faversham	-	-	Brigantine, W.	88	5	W. Aldis	R. Harrison, Faversham.	E. Hartlepool	Faversham	Coal	-	-	-Var.	Lat. 44° 32' N., Long. 20° 27' W., N. Atlantic.
14 Nov.	"Braemar" 10 years.	-	Liverpool	-	LL. cont. 8.74, 5 A 1, 4.76.	Ship, W.	838	16	E. Jones	Williams and Roberts, Liver- pool.	Point Lobos, Peru.	Guano	-	-	-	-	Lat. 26° 57' N., Long. 66° 57' W., N. Atlantic.
25 Nov.	"Pampero" 7 years.	-	St. John, N.B.	-	-	Schooner, W.	130	6	A. D. Branscombe	D. D. Robertson, St. John, N.B.	Milford Haven	Sydney, C.B.	Ballast	-	-	-	Lat. 29° 14' N., Long. 34° 21' W., N. Atlantic.
29 Nov.	"Bayswater" 29 years.	-	London	-	LL. 1 F 1, 7.75	Barque, W.	949	19	T. S. Angear	S. Bilbrough & Co., London.	Lobos de Tierra	Bristol	Guano	-	-	N.N.W. 1	60 miles N. by E. of Gorée Light, North Sea.
29 Nov.	"Eustace" 30 years.	-	Sunderland	-	-	Brig, W.	273	7	W. Green	R. Hinson, Sunder- land.	Sunderland	Dordt	Coal	-	-	N.W. Sky 7	Lat. 37° 10' N., Long. 63° 39' W., N. Atlantic.
30 Nov.	"Heath Park" 21 years.	-	Dundee	-	LL. 2 E 1, Black, 7.73	Barque, W.	319	12	W. Smith	Thain & Co., Dun- dee.	Perth Amboy, U.S.A.	London	Slate	-	-	W. 10	Lat. 48° 24' N., Long. 27° 30' W., N. Atlantic.
1 Dec.	"Ino" 6 years.	-	Swansea	-	LL. 7 A 1, 6.76	Brig, W.	278	9	J. L. Phillips	Nicholson, Bros., Swansea.	Laxey, I. of M.	Dublin	Phosphate Rock.	-	-	S.S.W.	12 miles S.E. of Longnose Point, Isle of Man.
1 Dec.	"Laxey Mines" 16 years.	-	Douglas, Isle of Man.	-	-	Schooner, W.	82	5	J. Quirk	G. W. Dumbell, Douglas, Isle of Man.	Swansea	Blende ore	-	-	-	S.E. 4	Lat. 45° 32' N., Long. 46° 1' W., N. Atlantic.
1 Dec.	"Medusa" 2 years.	-	Charlottetown, P.E.I.	-	LL. 7 A 1, 9.76	Barque, W.	394	10	A. Campbell	Duncan & Co., Charlottetown, P.E.I.	Charlottetown, P.E.I.	London	Oats	-	-	S.W. 8	Holyhead New Harbour, An- glesea.
2 Dec.	"Ellen" 39 years.	-	Beumaris	-	-	Ketch, W.	53	4	J. Rowlands	Mostyn, Flintshire	Holyhead	Liverpool	Fire-clay	-	-	S.S.E. 6	About 6 miles from Loch Crinan, Sound of Jura.
2 Dec.	"Patriot" 43 years.	-	Leith	-	-	Snack, W.	43	3	C. Gillies	A. Weir, Leith	Cullipool	Leith	Slate	-	-	N.E. 10	4 miles N.W. of Skokholm Isld., near Milford Haven, St. George's Channel, N. Atlantic.
2 Dec.	"Sarah" 40 years.	-	Bridgewater	-	-	Sloop, W.	31	3	B. Westcombe	H. Smith, Mine- head, Somerset.	Milford	Porthquin	Limestone	-	-	S.E. 7	Bay of Biscay, about 210 miles from Scilly.
3 Dec.	"Agostina" 39 years.	-	Peterhead	-	-	Barque, W.	237	12	J. Gregory	W. Mitchell, Peter- head.	Philadelphia	Hamburg	Petroleum	-	-	W. 10	Lat. 45° 31' N., Long. 44° W., N. Atlantic.
3 Dec.	"Lucy" 11 years.	-	N. Shields	-	LL. cont. 8.74, 6 A 1, 12.73.	Brig, W.	316	10	U. Fulcher	R. Gray, Blyth	Cardiff	Bahia	Coal	-	-	S.W. -	Lat. 45° 31' N., Long. 44° W., N. Atlantic.
3 Dec.	"Mary B. Gardner" 2 years.	-	St. John's Newfld.	-	-	Brig, W.	153	7	G. Landers	L. E. Cann, Yar- mouth, N.S.	Weymouth, N.S.	Belfast	Timber	-	-	W.N.W. 8	About 400 miles E. of the Ber- mudas.
3 Dec.	"Minnie Cameron" 8 years.	-	Liverpool	-	LL. cont. 8.74, 4 A 1, 7.73.	Barque, W.	433	11	R. Martin	W. J. Young, Troon	Troon	Cardenas, Cuba.	Coal	-	-	W.N.W. 11	River Tyne Bar.
3 Dec.	"Pensacola" 13 years.	-	Liverpool	-	-	Ship, W.	1,421	30	B. Capper	Watts, Milburn, & Co., Newcastle.	Macabi Island	New York	Guano	-	-	W. 9	5 miles S. by W. of Orfordness Light, Suffolk.
3 Dec.	"Prince" 3 years.	-	Glasgow	-	LL. Aa 1, 11.75	S.S., I.	313	14	F. Donaldson	J. Reid & Co., Glasgow.	Middlesboro'	Grangemouth	Pig iron	-	14	N.E. 10	Lat. 47° 46' N., Long. 41° 50' W., N. Atlantic.
3 Dec.	"Tadivale" 35 years.	-	Carnarvon	-	LL. A 1, Red, 8.73	Schooner, W.	65	4	O. Jones	S. Richards, Port Madoc.	Middlesboro'	Swansea	Pig iron	-	-	S.W. 6	30 miles N.E. of Land's End, Cornwall.
4 Dec.	"Moselle" 6 years.	-	Prince Edward Island.	-	LL. 10 A 1, 7.75	Barque, W.	347	14	J. Graham	J. Peake, Char- lottetown, Prince Edward Island.	Charlottetown, P.E.I.	Plymouth	Oats, 4 pas- sengers.	-	-	W.N.W. 6	Rock Channel, River Mersey.
5 Dec.	"Alarm," 33 years.	-	Jersey	-	-	Snack, W.	30	3	W. Allen	Jersey	Cork	Truro	Oats	-	-	W.S.W. 9	
5 Dec.	"Thomas and Anne" 54 years.	-	Beumaris	-	-	Snack, W.	45	2	B. Richards	T. T. Parry, Bangor	Bangor	Runcorn	Slate	-	-	W.N.W. 6	

VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1875. 6 Dec.	"Index" . 14 years.	Greenock	-	599	15	D. Mann	J. Brymer, Greenock.	Greenock	Genoa	Coals	-	Var. 10.	Lat. 45° 4' N., Long. 11° 0' W., off Cape Finisterre.
6 Dec.	"Maria" . 14 years.	Belfast	Ver. 3/3, G. I. 1, for 3 years, from 12/74, 8/76.	582	14	C. Grayson	D. Lawther, Belfast.	Doboy	Belfast	Timber	13	S.W. 10.	Southern edge of Newfoundland Banks.
7 Dec.	"Queen Victoria" 23 years.	Norway	-	350	10	A. Berg	C. Knudsen, Porsgrund, Norway.	Havre	Porsgrund	Ballast	-	S.E. 11.	3 miles off Whaley Skerries, Shetlands.
7 Dec.	"Rockport" . 6 years.	St. John, N.B.	-	103	5	J. Jolymour	J. R. Calhoun, Summerside, P. E. Pembroke, London.	Pictou, N.S.	New York	Potatoes	-	-	About 13 miles from Philadelphia Lightship, U.S.A.
8 Dec.	"Woodham" . 7 years.	London	Li. 90 A 1, 3/78	1,929	23	T. Page	-	Odessa	Falmouth, for orders.	Grain	-	N.E. 6	Off Lisbon Bar, Portugal.
10 Dec.	"John Good" . 11 years.	Digby, N.S.	-	344	9	C. Mundy	Oulton, Brothers, St. John, N.B.	Sydney, C.B.	St. John, N.B.	Coal	-	-	Lat. 43° 0' N., Long. 64° 30' W., N. Atlantic.
12 Dec.	"Lucy" . 4 years.	Prince Edward Island.	Ver. 3/3, A. 1. 1, for 4 years, from 5/74, 5/74.	234	8	J. Irving	J. Johnston, St. John, N.B.	Pictou, N.S.	Cardenas	Coal	-	-Var.	Off the Western Bank, N. Atlantic.
12 Dec.	"Premier" . 30 years.	Newcastle	-	94	2	R. Donison	Robson and Ridley, Newcastle.	Newcastle	Middlesboro'	Cinders	-	S. 5	S. of Souter Point, co. Durham.
14 Dec.	"Pacific" . 2 years.	Pictou, Ontario, Canada.	-	295	9	J. Ewart	J. Ewart, Coburg, Ontario.	Charleston, U.S.A.	Dublin	Phosphate Rock.	-	S.W.	Lat. 38° 15' N., Long. 44° 40' W., N. Atlantic.
15 Dec.	"Post Boy" . 2 years.	Port Adelaide	-	59	5	J. Thomas	J. Knib, Port McDonnell, South Australia.	McDonnell Bay, S.A.	Port Adelaide.	Ballast, 2 passengers.	6 (4 crew, 2 passers.)	-Var.	7 miles W. of Glenelg Jetty, St. Vincent's Gulf, S. Australia.
16 Dec.	"Wild Horse" . 12 years.	Matland, N.S.	-	165	6	J. McCumber	Matland, N.S.	New York	Hallifax, N.S.	Coal, 3 passengers.	-	N.W.-	40 miles S.W. Yarmouth Cape, N.S.
20 Dec.	"Emma Pemberton" 22 years.	St. Andrew's, N.B.	-	89	5	A. Murchie	J. Murchie, St. Stephen's, N.B.	St. John's, Porto Rico.	St. Andrew's, N.B.	Ballast	-	S.E. 8	Lat. 36° 39' N., Long. 75° 15' W.
20 Dec.	"Flash" . 3 years.	St. John's, Newfld.	-	29	5	C. Mathews	W. P. Mann, Harbor Grace.	Harbor Grace, Nfld.	New Perlican.	General	-	N.W. 9	Lat. 47° 48' N., Long. 50° 10' W., N. Atlantic.
21 Dec.	"Beaver" . 5 years.	St. John, N.B.	-	208	8	O. C. Taylor	T. M. McKelvie, Rockland, N.B.	New York	Queensdown, for orders.	Roofing slate	-	N.W.-	Lat. 47° 8' N., Long. 23° 38' W., N. Atlantic.
21 Dec.	"New Cornwall" . 4 years.	Barnstable	Li. 11 A 1, 7/72	75	5	R. Prout	S. Prout, Port Isaac, Cornwall.	Brussels	Newcastle	Burnt ore	5	E.S.E. 9	Entrance to River Tyne.
21 Dec.	"Sylvia" . 9 years.	Prince Edward Island.	Ver. 3/3, G. I. 1, for 2 years, from 7/76, 7/76.	330	13	J. Thompson	J. C. Pope, Charlottetown, P.E.I.	Cascumpique, P.E.I.	Queenstown	Grain	-	N.W. 5	About 10 miles S.E. of Entry, one of the Magdalen Islands, Gulf of St. Lawrence.
22 Dec.	"Belle" . 11 years.	London	-	40	7	R. Wright	A. Fisher, Great Yarmouth.	Great Yarmouth, for fishing	Ballast	-	-	S.S.E. 9	Dogger Bank, North Sea.
23 Dec.	"Dhoolia" . 4 years.	Hull	Liv. 20 years, Red, 1/75.	1,726	43	J. Stevens	Smith, Hill, & Co., Hull.	Alexandria	Hull	Wheat and beans.	-	-	Lat. 43° 30' N., Long. 9° 30' W., Bay of Biscay.
23 Dec.	"John Wesley" . 6 years.	Hull	-	71	5	T. Jull	G. W. Rodgers, Hull.	Hull, for fishing	Ballast	-	-	E.S.E. 11	80 or 90 miles W.S.W. of the Fifth of Forth.
23 Dec.	"Talisman" . 13 years.	Greenock	-	1,029	22	J. Gray	J. Brynner, Greenock.	Liverpool	Calcutta	Salt	-	S.W. 11	About Lat. 46° N., Long. 9° 53' W., Bay of Biscay.
24 Dec.	"Lillian" . 2 years.	Launceston, Tasmania.	-	43	6	F. Fahlborg	N. J. Dean, Launceston, Tas.	Launceston, Tas.	Brisbane	General	-	-	5 miles off Broken Bay, N.S.W.
24 Dec.	"Narayana Prasad" . sand.	Native Indian Craft.	-	104	12	Sheik Assan	Bingi, Lakshmi, & Co., Kachi Buote.	Balsore, India	Tellicherry	Rice	-	E. Variable.	Off the mouth of the River P. E. Coast of India.

VESSELS TOTALLY LOST AND LIVES LOST.

24 Dec.	"Norma" 18 years.	Norway	-	-	Barque, W.	385	10	A. N. Biermann	A. J. Shifsen, Drammen.	Sunderland	Christiania	Coals and Cement.	-	S.E. 6	16 miles S. E. of Sumburgh Head, Shetlands.
24 Dec.	"Princess of Wales" 13 years.	Peterhead	-	-	Brigantine, W.	145	7	T. Simon	A. Scott, Peter- head.	Pillau	Belast	Tares	1	E.S.E. 12	70 miles N.E. $\frac{1}{2}$ E. of Kin- naird's Head, Aberdeenshire.
25 Dec.	"Courier" 13 years.	Newport, Mon.	-	-	Brig. W.	209	8	T. A. Prevett	D. Price, Newport, Mon.	Charleston, U.S.A.	Newcastle- on-Tyne.	Phosphate Rock.	-	W.S.W. 4	About Lat. 40° 37' N., Long. 29° 19' W., N. Atlantic.
26 Dec.	"James Coffin" 12 years.	Liverpool, N.S.	-	-	Brigantine, W.	205	8	J. H. Smith	J. S. Spangale, Liverpool, N.S.	New York	Coruna	Kerosine oil	-	- Var. 11	Between Lat. 40° 20' N., Long. 68° 30' W., and Lat. 39° 23' N., Long. 59° 30' W., N. Atlantic.
26 Dec.	"Leonora" 4 months.	Prince Edward Island.	-	-	Barque, W.	376	10	M. O'Callaghan	Duncan & Co., Charlottetown, P.E.I.	Charlottetown, England.	Charlottetown, England.	Oats	-	N.W. 9	Lat. 41° N., Long. 67° 10' W., N. Atlantic.
About 23 Dec.	"Louisa" 19 years.	St. Kitt's	-	-	Brig. W.	227	9	J. J. Bain	G. Yarnold, N.S.	Bridge town, N.S.	Barbadoes	Lumber, 1 passenger.	-	N.W. 9	15 miles N.N.E. of Castro, Spain, Bay of Biscay.
26 Dec.	"Muriel" 3 years.	Swansea	-	-	Brigantine, W.	217	8	R. Priscott	A. Stephens,	Newport, Mon.	Bilbao	Coal	-	S. about 9	Lat. 44° 29' N., Long. 12° 28' W., Bay of Biscay.
27 Dec.	"Uamvar" 3 years.	Halifax, N.S.	-	-	Barque, W.	480	10	J. Flynn	C. Putnam, Mait- land, N.S.	Newport	Cuba	Coal	-	S.S.W. 10	Lat. 46° N., Long. 19° 40' W., N. Atlantic.
29 Dec.	"Rebe" 11 years.	Swansea	-	-	Brigantine, W.	214	7	R. Raskrue	Richards, Power, & Co., Swansea.	Prince Edward Island.	Mumbles, for orders.	Oats	-	- Var.	Lat. 46° N., Long. 19° 40' W., N. Atlantic.
30 Dec.	"Nancy Brisson" 14 years.	London	-	-	Barque, W.	390	11	H. Druen	Hitchson, Sykes, & Co., Liverpool.	Perambuco	New York	Sugar	-	- Var.	130 miles E. $\frac{1}{2}$ S. from Cape Hatteras, U.S.A.
31 Dec.	"Scotia" 9 years.	St. John's, Newfld.	-	-	Schooner, W.	44	6	G. Reed, St. John's, Newfld.	St. John's, Newfld.	St. John's, Newfld.	Catalina, Newfld.	General	-	N.W. 9	Lat. 44° 42' N., Long. 52° 13' W., N. Atlantic.
1877, 1 Jan.	"Agnes Wallie" 6 years.	Middlesboro'	-	-	S.S., I.	189	12	A. White	Clifton & Co., Middlesboro'.	Middlesboro'	Caen	Pig iron	11	S.S.W. 9	3 miles E. of Goodwin Light- ship, off the Coast of Kent.
1 Jan.	"Liverpool" 12 years.	London	-	-	Ship, I.	744	20	- Foreman	R. Grant, London	Passarum, Java.	England, for orders.	Sugar	12	- 6	About 175 miles S.W. of the Island of Bali, Indian Ocean.
2 Jan.	"Lady Derby" 11 years.	London	-	-	S.S., I.	436	14	H. B. Coleman	General Iron Screw Co., London.	Granton	Hartlepool	Ballast	-	E.N.E. 10	25 miles E.S.E. of Souther Point, co. Durham.
3 Jan.	"Champion of the Sea," 29 years.	Liverpool	-	-	Ship, W.	1947	30	R. S. Wilson	A. Cassells, Liver- pool.	Pabellon de Pica.	Queens town, for orders.	Guano, $\frac{4}{5}$ passengers.	-	- Var.	About Lat. 37° 40' N., Long. 59° 10' W., N. Atlantic.
3 Jan.	"Fanny Waters" 50 years.	Fowey	-	-	Smack, W.	37	2	S. Taylor	A. Skentleberry, Loce, Cornwall.	Bristol	Briton Ferry	Pig iron	1	S. 4	Brasfunde Bay, off Stackpole Head, Pembrokehire.
4 Jan.	"Champion" 1 year.	Charlottetown, P.E.I.	-	-	Schooner, W.	110	6	W. McDonald	J. Duncan & Co., Charlottetown, P.E.I.	Charlottetown, P.E.I.	Baltimore, U.S.A.	Potatoes	-	-	Lat. 37° 41' N., Long. 71° 30' W., N. Atlantic.
6 Jan.	"Assacadeur" 12 years.	Yonghal	-	-	Barque, W.	694	16	M. H. Sheehan	R. Farrell, Yonghal	St. John, N.B.	Queens town	Timber	-	-	Lat. 42° N., Long. 35° W., N. Atlantic.
11 Jan.	"Richard" 23 years.	London	-	-	Stumpsail Barge, W.	34	2	A. Dryson	G. Emerson, Brentford.	London	Gravesend	Patent fuel	2	-	Off the New Tavern Port, Gravesend, River Thames.
14 Jan.	"Louisa" 4 years.	Prince Edward Island.	-	-	Brigantine, W.	195	7	A. Le Blanc	S. Prosser, Murray Harbour, P.E.I.	Murray Har- bour, P.E.I.	New York	Potatoes	-	-	Lat. 48° 9' N., Long. 63° 32' W., N. Atlantic.
20 Jan.	"Hope" 20 years.	Carnarvon	-	-	Schooner, W.	55	3	W. Jones	T. Williams, Port- madoc.	Portmadoc	Newport, Mon.	Slates	-	S.E. 4	3 miles off Abercastle, Pem- brokehire.
20 Jan.	"Luckmepursad" 17 years.	Kurachee	-	-	Dingy	53	13	Soomar Lillemann	Futtonnull Oon- quidass, Kurra- chee.	Keli	Bombay	Badree, paddy, and wool.	-	N. -	Between Pwarka and Beyl, W. Coast of India.
23 Jan.	"Vulcan" Unknown.	London	-	-	Dumb Barge	40	1	R. Clark	E. Wood	London	Shoreham	Ballast	-	S.E. 5	About 14 miles S.E. by E. of South Foreland, Kent.
25 Jan.	"Ben Ma Chree" 16 years.	Dartmouth	-	-	Dandy, W.	43	5	W. Edmonds	J. Williams, Lowe- scott.	Lowestoft, for fishing	Barbadoes	Ballast	-	S.W. 6	22 miles to the eastward of the Leman and Ower Sand, off Norfolk.
27 Jan.	"Grecian Bend" 5 years.	Shelburne, N.S.	-	-	Schooner, W.	85	6	R. M. Ryan	Williams & Lock, Lockport, N.S.	Lockport, N.S.	Barbadoes	Lumber and fish	1	W.N.W. 11	Lat. 37° 16' N., Long. 60° 27' W., Gulf Stream, N. Atlantic.

VESSELS TOTALLY LOST AND LIVES LOST.

(1) FINDERINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo, and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 27 Jan.	"Revald," 25 years.	France	-	Schooner, W.	93	5	L. Le Bailly	C. Chevalier, Granville.	Granville	Cardiff	Ballast	-	N.W. 6	3 miles N.N.W. of Harland Point, Devonshire, Bristol Channel.
26 Jan.	"Lizzie Male," 7 years.	Padstow	L.L. 9 A 1, 5 7/4	Schooner, W.	107	6	J. H. Male	J. Male, St. Minver, Cornwall.	Swansea	Fécamp	Coal	-	N.W. 6	About 4 miles W. of Trevoze Head, Cornwall.
28 Jan.	"Ripple," 14 years.	Hobart Town, Tas.	-	Cutter, W.	15	3	W. L. Dominey	S. Boddall, Hobart Town.	Port Davey	Hobart Town.	Pine Wood	-	S. —	About 6 miles W.N.W. of S.W. Cape, Tasmania.
28 Jan.	"Alexandra," 14 years.	Dublin	L.L. AA 1, 7 7/8	S.S., I.	353	23	J. Teulon	Palgrave & Co., Dublin.	Clogher Head, nr. Drogheda.	Belfast	Ballast	8	N.W. 9	1 1/2 miles S.E. of Copeland Island, co. Down, Irish Sea.
29 Jan.	"Bange," 3 years.	Shelburne, N.S.	-	Schooner, W.	84	6	J. E. Hufman	J. Locke, Lockport, N.S.	Savannah	Lockport, N.S.	Ballast	-	-	Lat. 38° 40' N., Long. 66° 24' W., N. Atlantic.
30 Jan.	"Mary Banfield," 21 years.	Hayle	-	Schooner, W.	110	6	G. Gyles, St. Ives, Cornwall	-	Vigo	Caminha	Railway Iron.	-	Calm	16 miles N.W. of Caminha, Portugal, Bay of Biscay.
30 Jan.	"Pride of the Sea," 21 years.	Great Yarmouth.	-	Lugger, W.	33	6	W. Juby	J. Yaxley, Great Yarmouth.	Great Yarmouth, for fishing	Ballast	Ballast	-	S.S.W. 10	Swat Bank, North Sea.
30 Jan.	"Wasp," 14 years.	Grimsby	-	Cutter, W.	40	5	W. J. Johnson, Grimsby	-	Grimsby, for fishing	Ballast	Ballast	2	-	80 miles E. of Spurn Point, Yorkshire.
31 Jan.	"Bessie," 14 years.	London	-	Smack, W.	47	6	W. Bethel	J. G. Bass, Gortles-ton.	Great Yarmouth, for fishing	Ballast	Ballast	1	N.W. 11	On the eastern part of the Silver Pits, N. Sea.
31 Jan.	"Farmer's Daughter," 2 years.	Grimsby	-	Dandy, W.	67	5	C. Hicks	J. Cable, Grimsby	Grimsby, for fishing on Dogger Bank	Ballast	Ballast	-	- 9	60 miles off Flamborough Head, Yorkshire.
7 Feb.	"Golden City," 25 years.	South Shields	-	Barque, W.	1,347	26	J. W. Ens	J. Wilson, South Shields.	South Shields	Genoa	Coal	-	-	Lat. 49° 18' N., Long. 6° 44' W., N. Atlantic.
9 Feb.	"Fox," 36 years.	Belfast	-	Sloop, W.	45	3	W. J. McDermott	J. Pollin, Carrickfergus.	Carrickfergus	Port Dundas	Burnt Copper Ore.	-	-	2 miles S. of Cumbrae Light, Firth of Clyde.
13 Feb.	"Colina," 9 years.	France	Ver. 3/3, G. 1. 1., for 3 years, from 8.76, 8.76.	Schooner, W.	93	5	B. A. Leontain	J. M. Gainer, Pontorson.	Troon	Pontorson, France.	Coal	-	S.W. 4.	6 miles N.E. of Strumble Head, Pembrokeshire.
17 Feb.	"Mary," Age unknown.	Newport	-	Schooner, W.	49	3	T. Hughes	H. Thomas, Plas Thelwal, Anglesea.	Carrickfergus	Drogheda	Rock Salt	-	N.W. 7.	18 miles S.E. of Haulbowline Rock Light, Carlingford Lough.
17 Feb.	"Memory," 10 years.	Plymouth	-	Lugger, W.	14	4	E. Fisher, Plymouth	-	Plymouth, for fishing	Ballast	Ballast	1	W. E.	300 yards W. of Breakwater Light-house, Plymouth Sound.
17 Feb.	"Sir John Tyrrell," 37 years.	Colchester	-	Spritsail Barge, W.	40	2	W. Sallows	J. M. Hyth, Colchester.	Colchester	London	Bricks	-	N.W. 6.	Nore Flats, midway between the Nore Light and Sheerness, entrance to River Thames.
18 Feb.	"Nova Scotian," 7 years.	Yarmouth, N.S.	Ver. 3/3, A. 1. 1., for 6 years, from 7.77, 6.76.	Barque, W.	733	14	J. W. Abbott	S. J. & A. W. Hatfield, Yarmouth, N.S.	New York	London	General	-	S.S.W. 11	Lat. 39° 40' N., Long. 60° W., N. Atlantic.
19 Feb.	"Florence Oulton," 23 years.	London	-	Ship, W.	1,021	17	T. W. Wilson	J. Delany, London	Pabellon de Pica.	Queenstown or Falmouth, for orders.	Guano	-	S. 4	Lat. 21° 19' N., Long. 41° 19' W., N. Atlantic.
20 Feb.	"Fortitude," 61 years.	Maldon	-	Brigantine, W.	119	5	— Avery	R. Sadler, Heybridge, Essex.	Swansea	Littlhampton.	Coal, 1 passenger.	3	N.W. 9	Off Bude, Cornwall.
20 Feb.	"Ino," 31 years.	Liverpool	-	Schooner, W.	75	3	W. Abram	Brundit & Co., Runcorn.	Pennamawr	Dublin	Stone	-	N.W. 9	About 4 miles S.E. of Beaumaris, Anglesea.
20 Feb.	"James," 13 years.	Faversham	-	Brigantine, W.	184	7	E. Aloe	J. Amos, Whitstable.	Shields	Plymouth	Coals	6	N.N.W. 12	18 miles S.S.E. of Beachy Head, English Channel.

VESSELS TOTALLY LOST AND LIVES LOST.

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VESSELS TOTALLY LOST AND LIVES LOST.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1874.	"Sea Foam"	St. Andrews, N.B.	-	Schooner, W.	24	6	Unknown	S. Leonard & Co., St. John, N.B.	West Isles, N.B., for fishing	Ballast	-	-	-	Bar Island, near Deer Island, New Brunswick.
1875.	Unknown	-	-	-	Say 170	29	Unknown	Unknown	-	-	-	29	-	Nassapore Point, E. Coast of India.
3 May	"Lail Moharee" 16 years.	Coringa	-	Brig, W.	1125	4	Unknown	Unknown	Cochin	Madras	Planks	1	-	Tamcoody Point, Ceylon.
8 May	"Thondaveramanyar"	-	-	Dhoney, W.	50	3	Unknown	Unknown	Madras	Cuddalore	Unknown	-	-	Sutras, Coromandel Coast, India.
13 Sept.	"Tweed" 32 years.	Nassau, N.P., Bahamas.	-	Schooner, W.	50	12	M. Lowe	Nassau, N.P.	Nassau, N.P.	Water Cay, St. John, N.B.	Ballast	1	S.S.E. 12	About 1 mile off Water Cay, Great Bahama Bank.
27 Oct.	"Stefano" 2 years.	Austria	Ver. 38, L. 1, 1, for 11 years, from 1874.	Barque, W.	873	17	B. Miloslavich	N. Rasch & Co., Flumc.	Cardiff	Hong Kong	Coal	15	-	Off Cape Cloates, W. Coast of Australia.
12 Nov.	"Betsy" 12 years.	St. John's, Newfld.	-	Schooner, W.	32	4	J. Butler	Conception Bay, Newfld.	Harbor Grace, Newfld.	St. John's, Newfld.	Ballast	-	N.N.E. 9	Middle Bight, Conception Bay, Newfoundland.
22 Nov.	"Dart" 25 years.	St. John's, Newfld.	-	Schooner, W.	24	4	P. Ryan	E. and W. Dyke, St. John's, Newfld.	Bonavista Bay, Newfld.	N.W. Arm, Bloody Bay, Newfld.	Provisions	-	E.N.E. 8	Norton Cove, N.W. Arm, Bloody Bay, Newfld.
12 Dec.	"Westwood" 4 years.	Halifax, N.S.	Ll. 5 A, 772	Brig, W.	149	8	S. Siteman	J. Copan, Halifax, N.S.	Ponce, Porto Rico.	Halifax, N.S.	Salt, 1 passenger.	4 (supr. 3 crew, 1 passenger.)	E.N.E. 10	Herring Cove, Halifax, N.S.
1876.	"Queen" 20 years.	Sydney, N.S.W.	-	Ketch, W.	8	2	J. Burdley	W. Thoroughan, Hunter River.	Lake Macquarie.	Newcastle, N.S.W.	Timber, 1 passenger.	-	S.W. 3	Hunter Bay, New South Wales.
11 Feb.	"Lewis C. Benton" 10 years.	U.S.A.	-	Schooner, W.	72	6	W. H. Law	F. M. Freeman, Province Town, Mass.	Boston, U.S.A.	Grand Cayman.	General	-	W. by N. 4	On reef E. of Mariguana Island, Bahamas.
15 Mar.	"Deux Cousins" 48 years.	Port Louis, Mauritius.	-	Lugger, W.	32	6	F. Loisel	F. Kault, Mauritius.	Port Louis, Mauritius.	St. Brandon Island, Cape of Good Hope.	Ballast (tender, fishing gear, etc.)	-	-	Alibetres Island, Caragosas, about 200 miles N. of Mauritius, Indian Ocean.
Suppd. 15 Mar.	"Reschall" 16 years.	Dublin	Ll. A 1, Red	Brig, W.	215	10	- Bowen	W. S. Merritt, Dublin.	Newport, Mon.	East Quay, Cape Colony.	Coal	-	-	Entrance of Buffalo River, Cape Colony.
16 Mar.	"Root Hog or Die" 5 years.	Sydney, N.S.W.	-	Cutter, W.	24	3	J. Tucker	G. Colson, Sydney, N.S.W.	W. Coast of Australia.	Sydney, N.S.W.	Pearl shell	-	E. to S. 6	Between the Lizard and Low Woody Islands, Queensland.
28 Mar.	"Fanny Kelly" 3 years.	Auckland, N.Z.	-	Ketch, W.	34	4	J. Black	J. D. Hayes, Auckland, N.Z.	Wangaroa, N.Z.	Auckland, N.Z.	Timber	-	W.N.W. 6	S. side of entrance to Wangaroa Harbour, N.Z.
30 Mar.	"Walter Glendinning" 17 years.	London	Ll. 1 F 1, 671	Brigantine, W.	111	8	R. Mitcalf	A. Houder, London.	Tahiti	Flint Island, neighbourhood of Sandwich Islands, S. Pacific.	Ballast 2 passengers.	-	N.W. 6	One of the Caroline Islands, S. Pacific.
1 April	"John Starr" 3 years.	Halifax, N.S.	Ll. 7 A 1, 376	Barque, W.	878	21	R. L. Ryfkogle	A. Frazer, London-derry, N.S.	London	Kurrachee	Government stores and railway material.	-	S.W. 5	Lat. 22° 40' N., Long. 67° 3' E., E. Coast of India.
2 April	"Mary and Emma" 3½ years.	Calcutta	-	Barque, W.	449	80	Cassim bin Hassein.	Hadjei Abdool Kadir bin Hadjei Abdool Kadir, Calcutta.	Batavia	Singapore	General	-	-	N.E. Coast of Banka Island, Malay Archipelago.
11 April	"Helen" 10 years.	Napier, N.Z.	-	Brigantine, W.	165	8	J. Hair	Wait Bros., Napier, N.Z.	Newcastle, N.S.W.	Napier, N.Z.	Coal	-	S. 9	About 3 miles N. of East Cape, N.Z.
13 April	"Egmont" 2 years.	Wellington, N.Z.	-	S.S., L.	52	8	A. Irvine	W. G. Watt, Marton, Wellington, N.Z.	Patea, N.Z.	Wanganui, N.Z.	General, 5 passengers.	-	E.—	S. Spit at mouth of Patea River, N.Z.

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(2) STRANDINGS—cont.

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1876. 23 April	"Susannah Booth" 13 years.	Sydney, N.S.W.	-	-	Brigantine, W.	111	J. Thomas	J. & T. Fenwick, Sydney, N.S.W.	Ballina, N.S.W.	Sydney, N.S.W.	Timber	-	S.E. 8	Bar of Richmond River, N.S.W.
4 May	"Valledo" 1 year.	France	Ver. 3/8, L. 1, 1, for 12 years, from 3/7, 4/7.	Barque, W.	569	11	-	Semichin, Nantes	Nantes	Chandbally	Ballast, 1 passenger.	-	S.S.W. 6	Mouth of River Devi, E. Coast of India.
7 May	"Mary Ann Christy" 28 years.	Sydney, N.S.W.	-	Schooner, W.	41	4	H. McAuley	H. Gardner, Balmain, Sydney, N.S.W.	Newcastle, N.S.W.	Clarence River, N.S.W.	Coal	-	E. 10	Middle Bank, Clarence River, N.S.W.
12 May	"Sarah Elizabeth" 28 years.	U.S.A.	-	Schooner, W.	118	6	J. Landerkin	Kelly & Co., New Bedford, Mass.	Mobile	Cape Hayti, San Domingo.	Timber and shingles.	-	-	On reef near Wood Cay, Great Bahama Bank.
13 May	"Fortunato" 7 years.	Italy	-	Barque, W.	656	15	L. Vairo	F. Marini, Camogli	Monte Video	Callao	Ballast, 4 passengers.	1 (The Master.)	S.W. 8	Berkeley Sound, Falkland Isles.
13 May	"Kavavavathi" 28 years.	Jaina	-	Dhoney, W.	75	11	K. M. Valpulle	Kurunader, Madurai, Ceylon.	Cauisautura	Carical	Coral, 30 passengers.	-	S. 6	3 miles E. of Point Calimere, Ceylon.
15 May	"Meera Sado" 11 years.	Madras	-	Barque, W.	416	40	Sorra Nursimbo	Gopasha Veeraswamy, Chetty, Madras.	Moulmein	Madras	Teak Timber	1	-	Off Point Godavery, W. Coast of India.
18 May	"Nile" 20 years.	Auckland, N.Z.	-	Schooner, W.	24	2	C. Huntley	J. Henner, Lyttelton, N.Z.	Pelorus Sound, N.Z.	Wellington, N.Z.	Timber	-	N.W. 8	Rocks under Pencarone Lighthouse, Wellington Harbour, N.Z.
23 May	"Sarah" 13 years.	Melbourne	-	Brig. W.	232	8	J. Thompson	R. A. Wrigley, Melbourne.	Wellington, N.Z.	Melbourne	Ballast	-	E.N.E. -	About 2 miles N. of Elizabeth Reef, N.Z.
26 May	"Navasota" 23 years.	U.S.A.	-	Brigantine, W.	361	8	J. A. Hooper	Pendleton & Rose, Boston, U.S.A.	Havana	New York	Sugar	-	E. 8	On a reef between Spanish Cay and Powell's Cay, Abaco, Bahamas.
Supp. May.	"Baldovan" 7 years.	Dundee	L. *A.A. 1, 6, 75	Barque, I.	819	Supp. 20	D. Scott	W. O. Taylor, Dundee.	Otago	Valparaiso	Ballast	-	-	Kappel or Bucalenu Shoals, Chili.
3 June	"Lenora" 10 years.	Liverpool	-	Brigantine, W.	181	7	C. McVeagh	A. Blaney, Cushendall, co. Antrim.	Cork	Richibucto	Ballast, 1 passenger.	-	E.N.E. -	4 miles N. of Richibucto Bar, Canada.
13 June	"Bungaree" 10 years.	Fremantle, W.A.	-	Schooner, W.	89	8	J. Canford	J. Bateman, Fremantle, W.A.	Batavia	Fremantle	Sugar and sundries.	-	W. by N. -	Sisters Reef, about 20 miles S. of Rottneef, W.A.
14 June	"Bonita" 3 years.	Auckland, N.Z.	-	Schooner, W.	22	3	J. Conway	W. Fenton, Mahakona, N.Z.	Coromandel, N.Z.	Grahams-town, N.Z.	Ballast, 1 passenger.	-	W.N.W. 2	Coromandel Harbour, N.Z.
Supp. 14 June.	"Gelwood" New.	Workington	L. 100 A 1, 2, 76	Barque, I.	1,056	28	F. F. Harrington	J. Spott, Harrington, Cumberland.	Liverpool	Melbourne	General, 2 passers.	30 (28 crew, 2 passers.)	-	Rivoli Bay, S. Australia.
15 June	"Agnes" 1 year.	Auckland	-	Schooner, W.	128	8	R. Morgan	G. Short, Auckland, N.Z.	Whangarua, Chatham Islands.	Waitanga, Chatham Islands.	Wool	-	N.N.W. 9	Reef in Waitanga, Chatham Islands.
16 June	"Krynae" 13 years.	Cape Town	-	Schooner, W.	66	7	H. B. A. Kramer	F. Porter & Co., Cape Town.	Cape Town	Knysna, Cape Colony.	General	-	N. 6	Table Bay, Cape Colony.
17 June	"Eliza McPhee" 5 years.	Dunedin, N.Z.	-	Ketch, W.	39	4	N. Reid	Dunedin, N.Z.	Oamaru, N.Z.	Wanganui, N.Z.	Grain and flour.	-	N.N.W. 4	Mahe Island, Cook Strait, N.Z.
17 June	"Heversham" 20 years.	Wellington, N.Z.	-	Barque, W.	464	13	R. Orell	W. R. Williams, Wellington, N.Z.	Newcastle, N.S.W.	Wellington, N.Z.	Coal, 2 passengers.	-	N.N.W. -	Near Sinclair Head, N.Z.
17 June	"Zannak" 6 years.	Norway	-	Barque, W.	512	16	-	Aalholm	Arendal	Quebec	Ballast	-	-	Island of Scatane, Canada.
18 June	"Example" 13 years.	Pictou, N.S.	-	Brigantine, W.	183	7	W. H. Lewis	A. S. and W. G. Lewis & Co., Boston, U.S.A.	La Guayra	Puerto Plata	Ballast	-	E.N.E. 6	Near Point Punta Gorda, 3 miles W. of La Guayra, Venezuela.
19 June	"Empress" -	St. George's,	-	Sloop, W.	21	7	E. Herrick	Carriscon, Grenada	St. Thomas	San Domingo	General	-	-	Off Cape Verde Island, Hayti.

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1876. 15 July	"Acme" 1 year.	Sydney, N.S.W.	-	Schooner, W.	55	5	J. H. Jackson	Davis and Capper, Sydney, N.S.W.	Camden Haven, N.S.W.	Sydney, N.S.W.	Timber	-	E. 12	Seal Rock Bay, New South Wales.
15 July	"Alma" 21 years.	Whitby	LL A 1, Red, 7/75	Brig, W.	233	9	T. Spinks	C. Harrison, Sydney, N.S.W.	London	Archangel	Ballast, 2 passengers.	-	N. 5	Near entrance to Ponoié River, White Sea.
15 July	"Brilliant" 25 years.	Sydney, N.S.W.	-	Schooner, W.	140	7	C. McKinnon	Sydney, N.S.W.	Sydney, N.S.W.	Cape Byron	Timber	-	E.N.E. 11	Cape Byron Beach, New South Wales.
16 July	"Hoolet" 1 year.	Sydney, N.S.W.	-	Ketch, W.	32	3	P. Williams	J. W. Bagnall, Cape Hawke, N.S.W.	Cape Hawke, N.S.W.	Sydney, N.S.W.	Timber and 2 passengers.	(1 pass.)	E. 12	Seal Rock Bay, New South Wales.
13 July	"Agnes" 12 years.	Adelaide, S.A.	-	Barque, W.	326	9	H. Smidt	P. Marnell, Port Adelaide, S.A.	Newcastle, N.S.W.	Adelaide, S.A.	Coal	-	S.S.W. 5	Carpenter's Rock, S.E. Coast of South Australia.
19 July	"Gramere" 9 years.	St. John's, Antigua.	-	Schooner, W.	162	8	J. Beausejour	Paul Le Blanc, Archat, C.B.	Cow Bay, C.B.	St. John's, Newfild.	Coal	-	S.W. 6	2 miles W. of St. Shotts, near Trepassy, Newfild.
20 July	"Blackwall" 2 years.	Sydney, N.S.W.	-	S.S., W.	45	7	W. D. Thompson	The Illawarra Steam Navigation Co., Sydney, N.S.W.	Wollongong, N.S.W.	Shell Harbour, N.S.W.	Colonial produce.	-	S.E. 10	Shell Harbour, New South Wales.
20 July	"Maria Ysasi" 5 years.	Melbourne	LL 100 A 1, 4/73	Barque, L.	331	12	W. Dow	J. Smith & Co., Melbourne.	Newcastle, N.S.W.	Manila	Coal	-	Calm	W. Island of the Tres Reyes, Philippine Islands.
20 July	"Rainbow" 20 years.	Yarmouth, N.S.	-	Schooner, W.	36	3	R. Ray	W. Lovitt, Yarmouth, N.S.	Yarmouth, N.S.	Weymouth, N.S.	General, 5 passengers.	-	S. —	Cape St. Mary's Ledges, N.S.
22 July	"Cornelia" 10 years.	N. Shields	-	Brig, W.	269	10	P. Cooper	J. Robson, Liverpool.	Bahia	London	General	-	S.S.E. 8	St. Antonio Point, near Bahia, Brazil.
22 July	"Isabella" 14 years.	Melbourne	-	Brig, W.	256	9	P. Murdoch	W. L. Murrell, Williamstown, near Melbourne.	Sydney, N.S.W.	Newcastle, N.S.W.	Ballast	-	S.S.E. 10	Port Stephens, New South Wales.
23 July	"Ann" 10 years.	Melbourne	-	Barque, W.	277	10	W. Dyson	J. Smith & Co., Melbourne.	Newcastle, N.S.W.	Melbourne	Coal	-	S.S.W. 9	Port Stephens, New South Wales.
24 July	"Ood du Village" 12 years.	Newcastle, N.S.W.	-	Barque, W.	317	10	H. Edmonds	Weatherall & Reid, Newcastle, N.S.W.	Newcastle, N.S.W.	Napier	Coal	-	E.N.E. 10	Petane Beach, Napier, N.Z.
25 July	"Oberon" 11 years.	Sydney, N.S.W.	-	Ketch, W.	38	3	C. Nelson	J. Taylor, Sydney, N.S.W.	Cape Hawke	Sydney	Timber, 1 passenger.	-	E. by N. —	Cape Hawke River, New South Wales.
25 July	"Two Brothers" 11 years.	St. John's, Newfild.	-	Brigantine, W.	145	7	O. Foot	B. T. H. Gould, Carbonear, Newfild.	Carbonear	Spear Harbour, Labrador.	General, 13 passengers.	-	E.S.E. 1	Twin Islands, Occasional Harbour, Labrador.
26 July	"Hope" 20 years.	Dunedin, N.Z.	-	Cutter, W.	20	3	J. Scott, Dunedin, N.Z.	Dunedin, N.Z.	Dunedin	Meraki	General	-	S.W. 2	Meraki Head, N.Z.
27 July	"Bessie North" 10 years.	Windsor, N.S.	-	Barque, W.	573	13	T. H. Richmann	J. Warne & Co., Liverpool.	Newport, Mon.	Buenos Ayres	Coal	-	Calm	3 miles N.W. of Punta Lara Railway Mole, Argentine Confederation.
28 July	"Thi Lau" 5 years.	Sydney, N.S.W.	-	Schooner, W.	69	8	A. Martin	J. Bell, Sydney	Somerset	Sydney	Pearl shell	-	S.E. 7	S.E. end of Pipon Island Reef, Inner Route to Torres Straits, Queensland.
31 July	"Forth" 24 years.	Dublin	-	Brig, W.	107	7	J. Comerford	T. & M. Cumisky, Balbriggan, co. Dublin.	Dublin	Whitehaven	Ballast	-	S. 9	2 miles W. of Kaveglass Railway Station, co. Cumberland.
31 July	"Solent" 19 years.	London	LL 15 A 1, 4/76 cont., 72, 10 A 1.	Ship, W.	732	19	J. Meldram	J. Shephard & Co., London.	Cardiff	Yokohama	Coal	-	E.S.E. 5	1 mile S.E. of Rocky Point, near Sheffield Channel, Gaspar Straits.
31 July	"William Kandick" 13 years.	Sydney, C.B.	-	Schooner, W.	53	6	W. Kennedy	J. Hooper, Forthcliffe, N.S.	St. George's Bay, Newfild.	Halifax, N.S.	Fish and general.	-	Calm	St. George's Bay, Newfild.
1 Aug.	"Mary Abigail" 22 years.	Belfast	-	Brigantine, W.	77	4	J. Mooney, Belfast	J. Mooney, Belfast	Glasgow	Ballyshannon	Coal, bricks, and fire-clay.	-	W. N.W. 6	S. side of Holy Island, Lamp-Island, Arran, Firth of Clyde.

VESSELS TOTALLY LOST AND LIVES LOST.

1 Aug.	"Rafaela"	14 years.	-	Spain	-	-	-	97	10	J. Valent Mailorca	Ponce, Porto Rico.	St. John's, Newfld.	Molasses & coffee.	-	S.W. 3	Long Beach, 23 miles W. of Cape Race, Newfld.
2 Aug.	"Ann"	35 years.	-	Chester	-	-	-	26	2	G. Edwards	Conrad's Quay, co. Flint.	Carnarvon tiles.	Bricks and tiles.	-	S.W. 10	Frier's Roads, Menni Straits, Angleson.
2 Aug.	"Isabella"	63 years.	-	Stranner	-	-	-	50	8	H. Larmour	Liverpool	Whiteabbey, co. Antrim.	Coal	-	S. 8	Poolvash, near Castletown, Isle of Man.
2 Aug.	"Margaret"	Unknown.	-	Campbelltown	-	-	-	25	7	D. McInnes	J. McMullen, Campbeltown.	Ardglass, for fishing	Ballast	-	S.S.W. 9	N.W. side of the upper quay of Ardglass Harbour, co. Down, Ireland.
2 Aug.	"Olive Branch"	24 years.	-	Dublin	-	-	-	12	6	J. Toole, Arklow, co. Wicklow	Ardglass, for fishing	Ardglass, for fishing	Ballast	-	S.S.W. 9	S.W. side of Ardglass Harbour, co. Down.
2 Aug.	"Swift"	19 years.	-	Dublin	-	-	-	25	8	J. McLoughlin	J. McKenna, J. Howth, Dublin.	Ardglass, for fishing	Ballast	-	S.S.W. 8	Rocks in Ardglass Harbour, about 1 mile from the pier co. Down.
3 Aug.	"Blanche"	13 years.	-	Berwick	-	-	-	11	5	J. Dawson, North Sunderland	North Sunderland, for fishing	North Sunderland, for fishing	Ballast	-	S.S.E. 8	Entrance of harbour, N. Sunderland, co. Northumberland.
3 Aug.	"Dagmar"	9 years.	-	Dunedin, N.Z.	-	-	-	44	4	D. Connor	M. Walker, Dunedin, N.Z.	Dunedin	Timber	-	S.W. 6	Catlin's River, N.Z.
3 Aug.	"Greenwich"	14 years.	-	Napier, N.Z.	-	-	-	15	2	L. Binall	B. Waines, Napier, N.Z.	Wairoa, N.Z.	Sawn Timber	-	S. 6	Hawke's Bay, N.Z.
3 Aug.	"Hawk"	12 years.	-	London	-	-	-	532	56	A. P. Briscoe	Eastern Telegraph Co., London.	Bona	Telegraph Cable.	-	N.E. 2	Cabezos Shoal, 5 miles W. of Tarifa, Spain.
3 Aug.	"Isabella Sillers"	10 years.	-	Greenock	-	-	-	80	7	D. McVicar, Lochgar, Argyllshire	Aberdeen, for fishing	Aberdeen, for fishing	Ballast	-	S. 9	Belhelvie Sands, about 10 miles N. of Aberdeen.
3 Aug.	"Worthy"	13 years.	-	Kirkcaldy	-	-	-	15	7	W. Watson, Cellardyke, Fifeshire	Peterhead, for fishing	Peterhead, for fishing	Ballast	-	S. 9	Rocks near the South Harbour, Peterhead, Aberdeenshire.
4 Aug.	"Ferdale"	8 years.	-	Sunderland	-	-	-	415	13	A. B. Bolt	R. B. Porrett, Sunderland.	Cape Town	Sleepers and rails.	-	Calm	St. Antonio, Cape Verde Islands.
4 Aug.	"Monte Moro"	New.	-	S. Shields	-	-	-	1,156	28	W. T. Irving	Cox, Hall, and others, S. Shields.	Montreal	Railway Iron	-	W.S.W. 4	Off Haegman Hill near Ilfracombe, Devonshire.
8 Aug.	"Cycla"	18 years.	-	Newcastle	-	-	-	567	13	W. B. Turnbull	F. Springman, Newcastle, N.S.W.	Grangemouth	Timber	-	S.W. 9	Flat Island, Straits of Belisle, Newfoundland.
11 Aug.	"Dunkeld"	13 years.	-	London	-	-	-	639	16	T. Dunnett	Folz and Aikman, London.	Singapore	Coals	-	S.E. 3	Gaspar Straits.
11 Aug.	"Mersey"	9 years.	-	Maryport	-	-	-	454	17	- Robinson	Hines Bros, Maryport.	Antwerp	Pig Iron	-	E.N.E. 3	About 1 mile off Grassholm Island, Penbroskeshire.
12 Aug.	"Junapa"	8 years.	-	Liverpool	-	-	-	183	10	J. Millard	T. Harrison & Co., Liverpool.	Hayre	Palm Oil	-	N.E. 4	Between Terral Bay and S. point of St. Antonio, Cape Verde Islands.
13 Aug.	"Urda"	1 year.	-	Norway	-	-	-	318	9	O. Olsen	O. Gundersen, Svedestrand.	Barrow	Timber	-	W. 4	Anilherst Island, Magdalen Islands.
14 Aug.	"Mayaguez"	12 years.	-	Spain	-	-	-	126	10	P. Hire	M. Barbara, Barcelona.	St. John's, Newfld.	Molasses and sugar, 2 passengers.	-	W. 4	Near St. John's Harbour, Newfoundland.
16 Aug.	"Countess"	1 year.	-	Adelaide, S.A.	-	-	-	82	6	J. McAvaney	P. Satio, Port Adelaide.	McDonnell Bay.	Passenger.	-	S. -	McDonnell Bay, S. Australia.
16 Aug.	"Ellis"	8 years.	-	Sydney	-	-	-	16	3	J. C. Till	G. R. Hutchinson and J. C. Till, Rockhampton.	Cooktown	Pigs, &c., 1 passenger.	-	S.E. 5	N.E. Coast of Queensland. Exact spot unknown.
16 Aug.	"Malacca"	12 years.	-	Glasgow	-	-	-	360	53	R. McKean	British India S. N. Co. Limited, Glasgow.	Point de Galle.	Rice and gunnies.	-	- 2	1 1/2 miles N.E. of Singapore, Ganjam, East Coast of India.
18 Aug.	"Huron"	25 years.	-	London	-	-	-	210	7	J. Arkenhead	J. Edgar, Woolwich.	Woolwich	Coal	-	E.S.E. 7	1 mile W.N.W. of the Nore Light, River Thames.
18 Aug.	"Rob Roy"	10 years.	-	Shoreham	-	-	-	280	10	W. Brown	T. Gates, Shoreham.	London	Sugar, 1 passenger.	-	S.E. by E.	North Shoal, Parcel Group, China Sea.
19 Aug.	"Atlantic"	35 years.	-	Denmark	-	-	-	800	19	- Valenn	H. W. Clausen, Nyborg.	Quebec	Ballast	-	Unknown	Straits of Belleisle, Newfoundland.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 19 Aug.	"Summer Rose" 5 months. 13 years.	Sydney, N.S.W.	-	Schooner -	83	6	J. Thomas	Messrs. Shed Bros., Sydney, N.S.W.	Sydney	Richmond River.	Coals	-	S.W. 6	Richmond River Bar, N.S.W.
20 Aug.	"Colonel Ellsworth" 1 year.	U.S.A.	-	Schooner, W.	82	17	O. T. Howard	Gloucester, Mass.	Gloucester, for fishing in Gulf of St. Lawrence	-	Ballast	-	S.W. 5	Amherst Island, Magdalen Islands, Gulf of St. Law- rence.
20 Aug.	"Peerless" 1 year.	St. John, N.B.	Ver. 3/3, A. 1. 1., for 8 years, from 6/25, 11/77.	Brigantine, W.	297	9	H. Kerr	Trucker & Stephen- son, Liverpool.	Rio Janeiro	Sal, Cape Verde Is- lands.	Ballast	-	W.N.W. 8	Sal Island, Cape Verde Islands.
21 Aug.	"Alice" 37 years.	Charlottetown, P.E.I.	-	Schooner, W.	27	2	J. Rattersby	J. Rattersby, P.E.I.	Souris, P.E.I.	Pictou, N.S.	Ballast	-	N.W. 7	1/4 mile E.N.E. of Point Prim Light, P.E.I.
22 Aug.	"Margaret" 11 years.	St. John's, Newfld.	-	Schooner -	29	9	G. Spencer	T. Boyd and F. McDougall, St. John's, Newfld.	Bay Roberts - Labrador, on a fishing voyage.	Labrador, on a fishing voyage.	Ballast	-	W. 2	1 mile from Lintea Isle, Byron's Bay, Labrador.
25 Aug.	"Ann" 23 years.	Berwick	-	Lugger, W.	13	6	A. Robertson	Greens, Berwick	Beadnell,	for fishing	Ballast	-	N.E. 5	Beadnell Harbour, co. North- umberland.
25 Aug.	"Dakota" 41 years.	Lancaster	-	Sloop, W. -	44	8	J. Thomas	W. Thomas, Amwich.	Wylla Bay	Cemlyn Bay, Anglesea.	Iron	-	N. 5	Port Howell, Cemlyn Bay, Anglesea.
25 Aug.	"Rose" 7 years.	Fremantle, W.A.	-	Schooner, W.	94	8	A. Reid	W. D. Moore, Fre- mantle, W.A.	Fochoy	Fremantle -	Tea	-	S.W. by W.	N. of Danger Reef, China Sea.
26 Aug.	"Flying Cloud" 11 years.	Lyttleton, N.Z.	-	Schooner, W.	45	4	— Andrews	F. Jenkins, Christ- church, N.Z.	Charles- ton, N.Z.	Pictou, N.Z.	Ballast	-	N.E. 9	Outside Constant Bay, N.Z.
26 Aug.	"Mary Olivia" 10 years.	Chester	-	Schooner, W.	123	5	W. Bennett	T. Bennett, Pentre, Flintshire.	Par	Ranconr -	China Stone, 3 passers.	4	W.S.W. 6	Burbo Bank, Liverpool Bay.
26 Aug.	"Sea Foam" 9 years.	Charlottetown, P.E.I.	-	Schooner, W.	47	4	W. Lord	P. W. Hyndram, Charlottetown, P.E.I.	Souris, P.E.I.	St. John's, Newfld.	Cod Fish and deals.	-	S.S.W. 10	St. Mary's Bay, Newfoundland.
26 Aug.	"Sree Audiasavas- wamy" 20 years.	Vizagapatam -	-	Brig, W. -	237	12	Batta, Mosseh Bungaree.	Demaria, Banar- amwa, Orisole.	Vizagapatam -	Moulmein -	Ballast	-	S. -	Canebravathce, West Coast of India.
28 Aug.	"Indians" Unknown.	Georgetown, Dem.	-	Schooner, W.	106	7	J. Rhodus	A. B. Irving, Georgetown, Dem.	British Guiana	Georgetown	Stone	-	-	Dautless Bank, British Guiana.
28 Aug.	"Ville de Pontorson" 13 years.	France	Ver. 5/6, P. 1. 1., for 3 years, from 11/75, 11/76.	Schooner, W.	79	5	C. Lereverend	Messrs. Moisson, Pontorson, France.	Pontorson	Grimsby -	Oak	-	W.S.W. 2	Hasbro' Sand, off co. Norfolk.
28 Aug.	"Wild Duck" 17 years.	London	Li. cont. 1870, 7 A 1, 10/75.	Barque, W.	736	16	F. Jones	T. Morgan, Cardiff	Newcastle	Singapore -	Coal	-	E. -	Melville Island, N. Australia.
29 Aug.	"Bee" 16 years.	St. John's Newfld.	-	Schooner, W.	27	7	J. Morris	R. Alexander, St. John's, Newfld.	Carbonier, Newfld., for fishing	-	Ballast	-	E.S.E. 10	South East Cove, Labrador.
29 Aug.	"Jack" 13 years.	London	Li. cont. 1874, 8 A 1, 12/74.	Ketch, W. -	50	6	W. H. Kirk	Lintoff, Spink, & Co., London.	Scoundee, Gold Coast.	Axim, Gold Coast.	General	-	Unknown	Near Dixcove, West Coast of Africa.
29 Aug.	"Marie" 6 years.	London	-	S.S., I. -	215	22	G. Simpton	E. Parry, London	Gijon -	Bonny -	General, 2 passers.	-	N.E. 5	Cape Barbas, W. Coast of Africa, about Lat. 22° 30' N.
30 Aug.	"Gipsy Queen" 22 years.	Lerwick	-	Snack, W. -	32	4	J. Balfour	W. J. Adie, Ler- wick.	Symbister, Shetlands.	Grangemouth	Kelp	-	E. 8	North Carr Briggs, Fifeness, Fifeshire.
30 Aug.	"Laurel" 18 years.	St. John's, Newfld.	-	Schooner, W.	23	8	G. Morgan	P. Butler, Port de Grave.	Port de Grave, Newfld.	Labrador - (fishing.)	Ballast	-	E.S.E. 9	Wolf Island, Labrador.
30 Aug.	"Margaret" 11 years.	Halifax, N.S.	-	Schooner, W.	55	5	J. Dixon	Sherbrook, N.S.	Port Sanders, Newfld., for fishing.	Labrador - (fishing.)	Ballast	-	E.N.E. 9	Chimney Tittle, Labrador.
30 Aug.	"Selina" 14 years.	St. John's, Newfld.	-	Schooner, W.	53	7	S. Taylor	J. Mann, Harbor Grace, Newfld.	Cape Harrison, Labrador.	Harbor Grace, Newfld.	Fish	-	N.E. 10	Cape Charles, Labrador.

VESSELS TOTALLY LOST AND LIVES LOST.

"Crest"	Ramsgate	-	-	-	Snack, W. -	54	5	J. Matthews, Ramsgate	Ramsgate, for fishing	Ballast	N.N.W. 10
31 Aug. 17 years.	-	-	-	-	-	-	-	-	-	-	1 1/2 miles E. of Ostend Pier, Belgium.
31 Aug. 33 years.	-	-	-	-	-	136	5	G. Hall - G. A. Cox, Whistable.	Alloa - Porten Basen.	Coal -	N.W. 11
31 Aug. 18 years.	-	-	-	-	-	110	(No one on board.)	J. Rowen - P. G. & L. Tessier, St. John's.	St. John's - Griffin's Harbour, Labrador.	Ballast -	S.E. 10
31 Aug. 31 years.	-	-	-	-	-	173	7	E. Smith - Holden & Gann, Whistable.	Ramsgate - Burritsland	Ballast -	N.E. 10
31 Aug. 29 years.	-	-	-	-	-	164	7	J. J. Borgwarth - J. N. Robertson, Barth, Germany.	Riga - St. Andrews	Timber -	N.E. 9
2 Sept. 23 years.	-	-	-	-	-	140	8	C. Leigh - J. G. Falle, Jersey	Quebec - Burin, Newfld.	General -	S.S.E. 6
3 Sept. 15 years.	-	-	-	-	-	361	10	W. Cunningham - Randall & Fisher, Freetown, Sierra Leone.	Rio Pongas - Marseilles -	Nuts and palm kernels, 5 passers, Ballast -	-
4 Sept. 16 years.	-	-	-	-	-	45	3	R. Jenkins - J. Williams, Aberdovey.	Ballyshannon - Bunbeg	Ballast -	S.S.E. 9
4 Sept. 4 years.	-	-	-	-	-	8	(No one on board.)	T. Lathorpe, Torquay	At anchor off Seaton Beach	-	S. 8
4 Sept. 24 years.	-	-	-	-	-	163	6	R. Dempster - C. Millan, Montrose.	London - Dundee	Loom -	S.E. 8
4 Sept. 3 years.	-	-	-	-	-	237	8	E. Parrow - C. H. Sherbring, Memel.	Memel - Hartlepool -	Timber -	Var. 8
6 Sept. 4 years.	-	-	-	-	-	8	Unk. 2 or 3	Unknown - E. Parry, London	Lagos - - -	Ballast -	-
6 Sept. 29 years.	-	-	-	-	-	840	16	W. Plotz - O. Holm, Stralsund	Shediac, N.B. - Liverpool	Deals -	N.N.E. -
6 Sept. 16 years.	-	-	-	-	-	4	3	J. Gurney, Gt. Yarmouth	Great Yarmouth, for fishing	Ballast -	S.W. 5
9 Sept. Unknown.	-	-	-	-	-	149	7	H. Cook - W. Cook, Lowestoft.	London - Riga	Chalk, 1 passenger. Unknown -	N.W. 4
9 Sept. 13 years.	-	-	-	-	-	255	12	Unknown - J. Luddha, Sydney, N.S.W.	Newcastle, N.S.W. - Adelaide	Unknown -	-
9 Sept. 19 years.	-	-	-	-	-	57	10	J. Goodwin - D. Low & Co., Gloucester, Me.	Gloucester, Me., for fishing	Ballast -	N.N.W. -
10 Sept. 3 years.	-	-	-	-	-	20	5	E. Girarden - C. Londrie, St. Pierre.	St. Pierre, for fishing	Ballast -	N.E. 9
10 Sept. 8 years.	-	-	-	-	-	13	2	W. Shiels - J. Riley, Brisbane Waters, N.S.W.	Sydney - Brisbane	Ballast -	S.W. 12
10 Sept. 21 years.	-	-	-	-	-	249	8	R. Jack - W. Moore, Belfast	Miquelon - Swansea	Deals -	E. 9
10 Sept. 21 years.	-	-	-	-	-	20	4	J. Burdock - C. Berrett, Fortune, Newfoundland.	Fortune Bay, Newfld.	Fish -	N.E. 9
11 Sept. 22 years.	-	-	-	-	-	19	2	J. Williams - P. Malmsey, Sydney, N.S.W.	Sydney - Broken Bay	Ballast -	S.S.W. 12
11 Sept. 33 years.	-	-	-	-	-	268	8	T. J. Hall - J. Sanderson, Sunderland.	Sunderland - Cronstadt -	Coal -	S.S.W. 11
11 Sept. 3 years.	-	-	-	-	-	28	3	C. Punnettie - J. Dempsey, Balmain, N.S.W.	Botany Bay - Port Stephens.	Ballast -	S.W. 11
11 Sept. 6 years.	-	-	-	-	-	338	12	J. Olsen - H. W. Finne and Son, Drontheim.	Boston, U.S.A. - Port Elizabeth.	Lumber -	S.E. 8
11 Sept. 2 years.	-	-	-	-	-	984	23	- Toogood - L. Briggs, London	Manila - San Francisco	Sugar and coffee.	From N.N.E. to N.N.W. 12

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 11 Sept.	"William" - 10 years.	Sydney, N.S.W.	-	Barque, W.	188	8	P. Smith	P. J. Elliott, Sydney, N.S.W.	Sydney	Cape Byron	Ballast	-	N.N.E. 12	Cape Byron Bay, N.Z.
12 Sept.	"Alice" - 15 years.	St. John's, Antigua.	-	Schooner, W.	26	6	C. Arrindell	H. A. Arrindell, Antigua.	St. John's, Antigua, coasting	-	Sugar	-	-	Fort Berkeley, Antigua.
12 Sept.	"Alice" - 2 years.	St. John's, Newfld.	-	Schooner, W.	53	11	P. King	M. Munroe, St. John's, Newfld.	Hare Island, for fishing	-	Ballast, 1 passenger.	-	N.N.W. 10	Slate Tickle, Labrador.
12 Sept.	"Cramola" - 13 years.	St. John's, Newfld.	-	Schooner, W.	38	8	L. Rorke	J. Joy, Holyrood, Newfld.	Conception Bay	Labrador, on a fishing voyage.	Ballast	-	N. by W. 9	Double Island, Labrador.
12 Sept.	"Panto" - 15 years.	St. John's	-	Schooner	19	8	M. Fawlow	Fawlow, Bros., Trinity, Newfld.	Trinity, Newfld.	Labrador, on a fishing voyage.	Ballast	-	S.W.	Five Islands, Labrador.
12 Sept.	"Dash" - 9 years.	St. John's, Newfld.	-	Schooner, W.	55	10	M. McGrath	M. Murphy, Kings- cove, Newfld.	Greenspond	Labrador, on a fishing voyage.	Ballast	-	N.E. 10	Roger's Tickle, Labrador.
12 Sept.	"Emily Ann" - 6 months.	Sydney, N.S.W.	-	Ketch, W.	83	4	E. Lynch	H. Kemp, Sydney, N.S.W.	Sydney, N.S.W.	Camden Haven.	Timber	1	S.W. 10	Camden Haven Heads, N.S.W.
12 Sept.	"Florence" - 13 years.	Whitby	-	Brig, W.	299	9	W. H. Spars	W. Foster, Whitby	Newport, Mon.	St. Marie, Martinique.	Coal	-	-	Bay of St. Marie, Martinique.
12 Sept.	"Glenara" - 25 years.	St. John's, Newfld.	-	Briantine, W.	126	21	J. Jacobs	J. J. Rogerson, St. John's, Newfld.	St. John's, Newfld.	Labrador, on a fishing voyage.	Ballast, 4 passengers.	-	N.N.E. 10	Strawberry Harbour, Labrador.
12 Sept.	"Hebner" - 2½ years.	St. John's, Newfld.	-	Schooner, W.	43	7	M. Earle	T. Humphreys, Higo.	Rogers Harbor, Labrador.	Petty Har- bour, La- brador.	Fish and oil	-	N.N.W. 10	Double Island, Labrador.
12 Sept.	"Hope" - 11 years.	St. John's, Newfld.	-	Schooner, W.	27	10	S. Pike	J. Pike, Carbonier, Newfld.	Rogers Harbor, Labrador.	Petty Har- bour, La- brador.	Fish and oil	-	N.N.W. 10	Double Island, Labrador.
12 Sept.	"Indefatigable" - 17 years.	St. John's, Newfld.	-	Schooner, W.	86	10	J. Hean	N. Fitzgerald, Harbor Grace.	Harbor Grace, Newfld.	Labrador, on a fishing voyage.	Ballast	-	N.E. 10	Roger's Tickle, Labrador.
12 Sept.	"Island Lass" - 7 years.	St. John's, Newfld.	-	Briantine, W.	147	7	J. Roseda	A. W. Harvey, St. John's, Newfld.	St. Martin's	Anquilla	Salt	-	N.E. 12	Anquilla, West Indies.
12 Sept.	"Lara" - 9 years.	St. John's, Newfld.	-	Schooner, W.	43	13	N. Posey	T. A. Ridley, Newfld.	Catalina	Labrador, on a fishing voyage.	Ballast	-	N. 10	Ironboard Island, Labrador.
12 Sept.	"Lovely Ann" - 12 years.	St. John's, Newfld.	-	Schooner, W.	19	7	W. Blunden	W. Blunden, Cata- lina, Newfld.	Ironboard Island, Labrador.	Catalina, Newfld.	Fish and oil	-	N.E. 10	Sloop Cove, Labrador.
12 Sept.	"Native Lass" - 16 years.	St. John's, Newfld.	-	Schooner, W.	39	7	J. Veitch	P. Veitch, Holy- rood, Newfld.	Harbor Grace, Newfld.	Labrador	Cod fish	-	N. 10	Ironboard Island, Labrador.
12 Sept.	"Runynode" - 8 years.	St. John's, Newfld.	-	Schooner, W.	49	9	G. Raymond	B. Alexander, St. John's, Newfld.	Catalina, Newfld.	Labrador, on a fishing voyage.	Ballast	-	N.N.W. 10	Slade Tickle, Byron's Bay, Labrador.
12 Sept.	"Saint Kilda" - 15 years.	St. John's, Newfld.	-	Schooner, W.	70	14	G. Parsons	J. Mann, Harbor Grace, Newfld.	Harbor Grace, Newfld.	Labrador, on a fishing voyage.	Ballast	-	N. 11	Double Island, Labrador.
12 Sept.	"Sea Slipper" - 10 years.	St. John's, Newfld.	-	Schooner, W.	29	9	J. Mallowrey	L. Tessier, St. John's, Newfld.	Bonavista Bay	Labrador, on a fishing voyage.	Ballast, 2 passengers.	-	N.E. 9	Sloop Cove, Labrador.
12 Sept.	"Star Light" - 2 years.	St. John's, Newfld.	-	Schooner, W.	23	7	W. Legg	J. Steer, St. John's, Newfoundland.	Heart's Con- tent, Newfld.	Labrador, on a fishing voyage.	Ballast	-	N.W. 10	Stag Island, Labrador.
12 Sept.	"Two Brothers" - 6 years.	St. John's, Newfld.	-	Schooner, W.	52	11	J. Brown	G. Brown, Kings- cove.	Kingscove, Bo- navista Bay, Newfld.	Labrador, on a fishing voyage.	Ballast	-	N.E. 10	Roger's Tickle, Labrador.
12 Sept.	"Tyro" - 8 years.	St. John's, Newfld.	-	Schooner, W.	41	8	T. Hassey	W. Kelland, Port de Grave, Newfld.	Cape Harrison, Labrador.	Port de Grave, Con- ception Bay, Newfld.	Fish and oil, 2 passgrs.	-	N.E. 10	Sloop Cove, Labrador.

VESSELS TOTALLY LOST AND LIVES LOST.

13 Sept.	"Clifford" - 8 years.	Yarmouth, N.S.	-	-	-	105	6	J. Butler -	B. & J. R. Rogers, Yarmouth, N.S.	Yarmouth, N.S.	Guadeloupe	Lumber and pickled fish.	-	Bassetterre, St. Kitts.
13 Sept.	"Forest Prince" - 5 years.	Halifax, N.S.	-	-	-	153	7	M. Carroll -	J. S. Cochran, Halifax, N.S.	Ponce, Porto Rico.	Turks' Is- lands.	Ballast -	-	E.N.E. 12
13 Sept.	"Mary A. D." - 3 years.	Lunenburg, N.S.	-	-	-	120	7	R. Lord -	J. Rudolf, Lunen- burg, N.S.	St. John's, P.R.	Arecibo, P.R.	Ballast, 3 (7 crew, passengers, and 2 children)	-	North-west Coast of Porto Rico.
13 Sept.	"M. M. Jones" - 13 years.	Newport, Mon.	Ll. cont. 1875, 4 A 1, 276.	-	-	207	11	Unknown -	M. M. Jones, New- port, Mon.	Newport, Mon.	East London	Iron -	-	Buffalo River, East London, Cape Colony.
13 Sept.	"Saxon" - 5 years.	Lunenburg, N.S.	-	-	-	123	7	J. W. Smith -	J. Eisenbauer & Co., Lunenburg.	Ponce, P.R.	Boston, U.S.A.	Sugar -	-	Panama Bay, Porto Rico.
14 Sept.	"Enfants Nautais" - 8 years.	French -	Ver 8/3, L. 1, 1, for 11 years, from 876, 476.	-	-	316	11	J. Le Franc -	J. R. Monrand, Nantes, France.	Adelaide, S.A.	Port Natal -	Flour -	-	On the beach 2½ miles north of Port Natal Harbour.
14 Sept.	"Stratton" - 19 years.	Guernsey -	-	-	-	241	9	W. J. Williams -	J. W. Nicolle, Jer- sey.	Granville -	Cardiff -	Ballast -	-	Roches Douvres, near Jersey.
16 Sept.	"St. Sauveur" - Unknown.	France -	-	-	-	129	6	Unknown -	R. Deville, Isle de Rehe.	Christiania -	Leith -	Wood -	-	Borrowstowness, Firth of Forth.
17 Sept.	"Wallace" - 18 years.	Newcastle -	Ll. 21, 12, 74	-	-	1,112	23	W. Skeat -	Middle Dock Co., Newcastle.	Cardiff -	Singapore -	Coal -	-	Java Head, Java.
18 Sept.	"Blooming Belle" - 6 years.	Halifax, N.S.	-	-	-	15	Unk. say 3	S. Publicour -	J. Murphy, Hal- ifax, N.S.	Halifax, N.S.	for fishing	Ballast -	-	Porter's Passage, Nova Scotia.
18 Sept.	"Panama" - 14 years.	Silgo -	-	-	-	285	8	J. S. Welch -	W. Petrie, Silgo -	Bay of Islands, Newfld.	Liverpool -	Timber -	1	7 miles S. of Point Rich, W. Coast of Newfoundland.
19 Sept.	"Ida" - 5 years.	W. Hartlepool -	Liv. 13 yrs., Red, 1, 74	-	-	617	19	C. Gray -	R. Denton, Norton, Durham.	Ibval -	Rotterdam -	Maize -	-	Pointe de Corsen, Finistere, France.
19 Sept.	"Pet" - 20 years.	Guernsey -	Ll. cont. 1869, 9 A 1, 974.	-	-	134	7	W. Le Lacheur -	G. P. Carrington, Guernsey.	Harbor Grace, Newfld.	Brig Harbour, Labrador.	Salt and provisions.	-	Entrance to Brig Harbour, Labrador.
20 Sept.	"Eastern Packet" - 24 years.	St. John's, Newfld.	-	-	-	89	10	W. Davis -	J. Mann, Harbor Grace.	Harbor Grace, Newfld.	Labrador on a fishing voyage.	Ballast -	-	Indian Tickle, Labrador.
20 Sept.	"Mary E. Ladd" - 15 years.	Yarmouth, N.S.	-	-	-	143	7	W. H. Porter -	B. P. Ladd, Yar- mouth, N.S.	Wexford -	Sydney, C.B.	Ballast, 3 passengers.	-	S. Bar, Wexford, Ireland.
21 Sept.	"Dandy Jim" - 7 years.	Tobago -	-	-	-	43	7	E. H. Parks -	J. H. Keens, Tobago.	Scarborough, Tobago.	Goldborough Bay, To- bago.	Bricks, tiles, &c.	-	Goldborough Bay, Tobago, W.I.
22 Sept.	"Mary West" - 8 years.	Brixham -	Ll. *Aa 1, 11, 75	-	-	145	6	O. Lamb -	A. Hutton, Liver- pool.	Wells -	Liverpool -	Ballast -	-	½ mile W. of Black Head, Covnach, Cornwall.
23 Sept.	"Albion" - 85 years.	Workington -	-	-	-	96	5	C. Holliday, Workington	-	Workington -	Swansea -	Pig Iron -	-	Little Haven, St. Brides Bay, Pembrokeshire.
23 Sept.	"Elizabeth Ann" - 6 years.	Not registered	-	-	-	17	2	P. Johnson -	H. Hawkins, Lym- ington, N.Z.	White Head Bay, N.Z.	Decanter Bay	Ballast -	-	Decanter Rocks, Decanter Bay, N.Z.
23 Sept.	"Mata" - 9 months.	Wallington, N.Z.	-	-	-	104	14	D. Urquhart -	W. Bishop, Wal- lington, N.Z.	Wallington -	Westport, N.Z.	General, 101 passengers.	-	North Beach, about 7 miles from Westport, N.Z.
24 Sept.	"Cas" - 10 years.	Austria -	-	-	-	332	10	S. Cernovich -	M. Peschich, Fiume, Austria.	Nicolaieff -	Dunkirk -	Linseed -	-	E. part of the Goodwin Sands, off Kent.
24 Sept.	"John and Mary" - 37 years.	Turo -	Ll. 21, 7, 74	-	-	98	5	J. Hole, Penzance	-	Swansea -	Goole -	Coal -	-	10 miles S.S.W. of Longships Light, Land's End, Corn- wall.
26 Sept.	"William A. Gibson" - 5 years.	St. John, N.B.	-	-	-	171	8	G. McIntosh -	J. Gibson, St. John, N.B.	St. John -	Wicklow -	Deals -	-	Glen Strand, about ½ mile S. of Wicklow Harbour.
27 Sept.	"Unity" - 37 years.	Cardigan -	-	-	-	35	2	J. Davies, Aberporth, Cardigan	-	Aberporth -	Hook, Mil- ford Haven.	Ballast -	-	Horse Rock, Jack Sound, off Coast of Pembrokeshire.
28 Sept.	"Maria" - 19 years.	Germany -	Ver 5/3, G. 1, 1, for 5 years, from 876, 876.	-	-	401	12	R. Kado -	A. E. Buttikus Memel.	Belfast -	Wilmington, U.S.A.	Ballast -	-	Between Carrickfergus Roads and Grey Point, Belfast Lough.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of vessel, and whether of iron or wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 29 Sept.	"St. Marc" 12 years.	France	Ver. 3/3, L. 1.1., for 5 years, from 4/73 to 5/77.	Barque, W.	269	12	Unknown	M. Garand, Nantes N.S.W.	Sydney.	Palmouth	Wattle Bark	—	S. 2	Near Cape Northumberland, S. Australia.
30 Sept.	"Alice Myrick" 10 years.	Charlottetown, P.E.I.	—	Schooner, W.	134	5	C. Powell	Hyndman Bros., Charlottetown, P.E.I.	Charlottetown, P.E.I.	Trading voyage.	General	—	N.W. —	Nail Pond, off Stress Road, near N. Cape, P.E.I.
30 Sept.	"Charles and Ellen" 20 years.	London	—	Barge, W.	31	2	J. Pilcher	Messrs Groom & Son, London.	Harwich	Clacton-on-Sea.	Timber	—	S.E. 6	Clacton-on-Sea, co. Essex.
30 Sept.	"Maria Francoise" 37 years.	France	—	Lugger, W.	44	4	—	Tilloz, Vannes	Swansea	Nantes	Coal	—	S.E. 9.	Broadsands, Torbay, Devonshire.
30 Sept.	"Prince Catwgan" 13 years.	Aberystwith	LL. *AA 1, 176	S.S., I.	82	7	T. Evans	J. H. Jones, Aberystwith, Carnarvon.	Bristol	Aberystwith	General	—	Var. 3	Crow Rock, near Porthlesky, St. Brides Bay, Pembroke-shire.
30 Sept.	"Saint George" 4 years.	Falmouth	LL. 11 A 1, 1172	Schooner, W.	95	5	W. Whitburn	Devoran, Cornwall	London	Bayonne	Cement	—	—	Bayonne, France.
1 Oct.	"Aufreyde" 21 years.	Sunderland	—	Barque, W.	380	9	J. Chisholm	Sunderland	London	Sunderland	Ballast	—	N.E. 4	Between Blackhills and Crimdon, a little N. of Hartlepool, co. Durham.
1 Oct.	"R. B. Mulhall" 9 years.	Liverpool, N.S.	—	Barque, W.	242	8	J. D. Wile	T. Day, Liverpool, N.S.	Cardenas	New York	Molasses	—	S.E. —	Shelburne, Nova Scotia.
3 Oct.	"Hallyards" 59 years.	Whitby	—	Brig, W.	313	8	C. Wiock	J. Trattles, Sunderland.	W. Hartlepool	Port Kunda	Coal	—	N.N.W. 9	Port Kunda Bay, Gulf of Finland, Russia.
3 Oct.	"Jessie" 3 years.	Shoreham	LL. A 1, 10 years, 376	Schooner, W.	79	5	E. Trevarthen	J. H. Pearce, Southsea.	Lebrador	Gibraltar	Dried cod fish	—	N.N.E. 6	Ragged Harbour Tickle, Labrador.
5 Oct.	"Ida Richardson" 9 years.	New York	—	Schooner, W.	179	8	G. Bedell	G. Bedell, New York.	New York	Jamaica	General, 2 passengers.	—	S.S.E. 4	West Reef Providence, Caios, Turk's Islands, W.I.
6 Oct.	"Annie Brooks" 6 years.	Sydney, N.S.W.	—	Ketch	31	4	W. Saunders	T. Moorhead, Remuquiqui.	Sydney	Wagonga	General, 1 passenger.	—	W. —	3 miles N. Wagonga Head, New South Wales.
6 Oct.	"Cawdor Castle" 3 years.	Glasgow	LL. 100 A 1, 175	S.S., I.	1,419	50	J. Greig	T. Skinner, London.	Calcutta	Colombo	Rice	8	S.E. 4	River Hooghley, India.
6 Oct.	"Ellen Goudy" 7 years.	Yarmouth, N.S.	—	Ship	914	16	G. H. Perry	A. Goudy, Yarmouth, N.S.	San Francisco	Antwerp	Wheat, 1 passenger.	—	N.W. 6	Elizabeth Island, S. Pacific.
6 Oct.	"Highdyor" 10 years.	St. John's, Newfld.	LL. A 1, 13 years, 574	Schooner, W.	157	8	A. Neilson	G. J. Hayward, St. John's.	Lebrador	Limerick	Herrings	—	N.N.W. 5	Entrance to Tub Harbour, Labrador.
8 Oct.	"Chenna Casarooloo," 13 years.	Madras	—	Dhoney, W.	31	7	Sungam Subbarayudoo.	Chippal Nursimloo, Masulipatam.	Madras	Unknown	Ballast	—	N.W. 11	Vizagapatam, British India.
8 Oct.	"Eliza Griffith" 8 years.	Carnarvon	LL. 12 A 1, 275	Schooner, W.	113	6	T. Griffith	D. Griffith, Trevaun, Carnarvon.	Aarhus	Frederickstadt.	Ballast	—	S.S.E. 4	Buskar Rock, near Halle Light, Sweden.
8 Oct.	"Jules Rose" 2 years.	France	Ver. 3/3, L. 1.1., for 9 yrs. from 174, 174.	Barque, W.	602	14	A. Bellard	M. Allibert, Mar-selles.	Pondicherry	False Point, R. Hooghley.	Ballast	2	S.E. 12	3 miles N. of Binlupatam.
8 Oct.	"Stree Lutchmin-roimloo," 2 years.	Nursapuram	—	Dhoney, W.	23	7	Copanthoe Veeraswamy.	Nursapuram	Nursapuram	Unknown	Clunam	1	N.W. 11	Vizagapatam, British India.
9 Oct.	"Lady Speedwell" 23 years.	St. John's, Newfld.	—	Schooner, W.	22	7	R. Mesh	J. Murphy, Catalina, Newfld.	Catalina, Newfld.	Keels Bow Bay.	Fish and oil	—	W. 7	Tickle Arrowshot, Newfoundland.
10 Oct.	"Airolo" 7 years.	Liverpool	—	Brigantine, W.	168	12	D. Scott	W. N. de Wolf, Liverpool.	Liverpool	Trading to S. Pacific Islands.	General	—	— 2	Savage Island, Navigator's Islands.
10 Oct.	"Dowltpersad" Unknown.	Cutch	—	Cotia, W.	62	9	Soonar Dayu	Mahomed Alwamy, Cutch.	Soumanee	Mandvi	Firewood	—	W. —	Near Hajiana, Mouth of River Indus, British India.

VESSELS TOTALLY LOST AND LIVES LOST.

11 Oct.	"Agantyr," 30 years.	Norway	-	Barque, W.	738	15	C. Olsen	L. Lareen, Tweed- strand.	Dallousie, N.B.	Barrow-in- Furness.	Timber	W.S.W. 11	On the Beach to the N. of Whitewan Harbour, Sol- way Firth. Gunter Reef, about 3 miles N.W. of Padstow, Cornwall.
11 Oct.	"Thermuthis," 23 years.	Brixham	-	Brig, W.	243	9	T. H. Carbines	F. W. Baddeley, Brixham.	Cardiff	Donerara	Coal and patent fuel.	-	-
12 Oct.	"Industry," 11 years.	St. John's, Newfld.	-	Schooner, W.	19	4	M. Byrne	P. G. Tessier, St. John's, Newfld.	Webber's Bight, Green Bay.	Fortune Har- bour, Green Bay.	Ballast	N.W. 5	Webber's Bight, Green Bay, Newfoundland.
12 Oct.	"Katinka," 23 years.	Kingsston, Jamaica.	-	Cutter, W.	19	5	G. Walker	R. Kirkland, St. Thomas, Jam.	Kingsston, Jamaica.	Port Morant, Jam.	General, 4 passengers.	N.E. 2	Little Plumb Point, Jamaica.
12 Oct.	"Louisa," 8 years.	St. John's, Newfld.	-	Schooner	49	9	I. Herald	J. Munn, Harbor Grace.	Carbonier	Labrador, on a fishing voyage.	Ballast	N.N.W. 9	South-east Cove, Labrador.
13 Oct.	"Beverly," 9 years.	Digby, N.S.	-	Schooner, W.	72	4	H. S. Mallett	Port Gilbert, N.S.	Port Gilbert, N.S.	Gloucester, U.S.A.	Timber	W. —	Near Yarmouth, Nova Scotia.
13 Oct.	"Wilhelmina," About 11 years.	Germany	-	Barque, W.	Say 350	11	R. Mooring	— Schultz, Memel, Germany.	Granton	Lisbon	Coals	N.E. 9	Fair Isle, Shetlands.
14 Oct.	"Adelaide," 13 years.	Quebec	-	Schooner, W.	51	5	F. Lavoie	Mrs. Lawless, Ri- mouski, Canada.	Port Hawkes- bury, C.B.	Montreal	Fish and oil	S.W. 11	Summerside, Prince Edward Island.
14 Oct.	"Golconda," 9 years.	Sunderland	-	Barque, W.	337	10	T. Waterman	J. Taylor, Sunder- land.	Phillipsville	Constanti- nople.	Ballast	N.E. 8	Near Cape Altano, Sardinia.
14 Oct.	"Zaalot," 3 years.	Liverpool	-	S.S., I.	882	23	J. A. Best	J. Glynn & Son, Liverpool.	Liverpool	Bombay	Coal, 2 pas- sengers.	Var. 1	Dedalus Shoal, Red Sea.
15 Oct.	"Julia," 2 years.	St. John's, Newfld.	-	Brigantine, W.	143	8	B. Bridge	G. J. Hayward, St. John's.	Labrador	St. John's, Newfld.	Cod fish, 1 passenger.	S.S.E. 6	Entrance to St. John's Har- bour, Newfoundland.
15 Oct.	"Notre Dame Louise," 3 years.	St. John's, Newfld.	-	Schooner, W.	22	8	J. Hart	T. King, Catalina, Newfld.	Catalina	On a fishing voyage.	Ballast	S.E. 9	Cat Harbour, Bonavista Bay, Newfoundland.
15 Oct.	"St. Croix," 2 years.	Quebec	-	Schooner, W.	71	5	T. Corriveau	Berthier-en-bas, Canada	Romano Har- bour.	Quebec	Herrings	E.S.E. 8	Hunting Island, Labrador.
15 Oct.	"Sarah Phelan," 16 years.	Quebec	-	Schooner, W.	52	4	N. de Roy	H. Bolly, Quebec	Labrador	Quebec	General	E. 8	Wood Island, Labrador.
15 Oct.	"Zelia," 2 years.	Montego Bay, Jamaica.	-	Schooner, W.	20	7	P. E. Wood	P. R. Wood, Grand Cayman.	Mosquito Shore.	Grand Cay- man.	Ballast	S.E. 12	Barcus Reef, N.W. end of Grand Cayman, Bahamas.
16 Oct.	"Agil," 9 years.	Quebec	-	Schooner, W.	142	7	R. Lavoie	Les Eboulments, Quebec	Little Cascea	Montreal	Herrings	E.S.E. 9	Mingan Island, Labrador.
16 Oct.	"Alert," 15 years.	Bermuda	-	Barque, W.	219	9	G. W. Hill	J. T. Darrell & Co., Bermuda.	Bermuda	Charlotten- town, P.E.I.	Molasses, &c.	W.N.W. 12	Squaw Bay, Prince Edward Island.
16 Oct.	"Catherina," 2 years.	St. John's, Newfld.	-	Schooner, W.	87	9	J. Fahey	J. Munn, Harbor Grace, Newfld.	Harbor Grace	White Bear Islands, Labrador.	Unknown	N.E. 10	White Bear Islands, Labrador.
16 Oct.	"Charles," 21 years.	Quebec	-	Schooner, W.	57	5	A. Tremblay	Charlevoix, France	Cape Whittle	Quebec	Fish and oil	E.S.E. —	Off. St. Genevieve Island, River St. Lawrence.
16 Oct.	"Favourite Lass," 53 years.	Norway	-	Barque, W.	673	12	E. Ness	H. Houen, Scien-	London	Quebec	Ballast	N.W. 8	Matane, River St. Lawrence.
16 Oct.	"Flora," 16 years.	Kingsston, Jamaica.	-	Schooner, W.	21	7	J. Thomson	J. Thomson, Grand Cayman.	Mosquito Shore.	Grand Cay- man.	Ballast	S.S.E. —	On the Beach off South-west Point, Grand Cayman, Bahamas.
16 Oct.	"Freemont," 23 years.	Quebec	-	Schooner, W.	49	5	Unknown	X. Dionue, St. Thomas, Canada.	Labrador	Quebec	Ballast, 3 passengers.	—	Mont Lewis, near Gaspe.
16 Oct.	"Hopewell," 8 years.	St. John, N.B.	-	Schooner, W.	36	7	P. Perry	P. G. Tessier, St. John's, Newfld.	St. John's, Newfld.	Battern, Labrador.	Salt and oil	S.S.W. 9	Battern, Labrador.
16 Oct.	"Jasper," 10 years.	Miramichi, N.B.	-	Schooner, W.	87	5	G. Godfrey	J. J. Bishop, Hope- well, N.B.	Hopewell, N.B.	St. John, N.B.	Calchined plaster.	S.W. 10	Gillis Cove, Red Head, St. John, New Brunswick.
16 Oct.	"Jessie," 18 years.	St. John's, Newfld.	-	Schooner, W.	15	3	M. K. Morrison	M. K. Morrison, Dalhousie, N.B.	Dalhousie	Pictou	Shingles	N.W. 9	Grand Plains, Miscon Island, Canada.
16 Oct.	"Jessie," 18 years.	St. John's, Newfld.	-	Schooner, W.	41	8	J. Suow	R. Thorburn, St. John's, Newfld.	Ship Harbour, Labrador.	Bay Roberts, Newfld.	Fish	S.W. 9	Conch Harbour, N.E. Coast of Newfoundland.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Board, or Bureau Veritas.	Description of Vessel, and whether lost with or without Cargo.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 16 Oct.	"Lady Elgin" 16 years.	Quebec	-	Schooner, W.	85	Say 5	Unknown	P. X. Julien, Quebec.	Labrador	Quebec	Fish	-	-	St. Charles Island, Labrador.
16 Oct.	"Marie Anna" 10 years.	Quebec	-	Schooner, W.	66	6	J. Garut	H. H. Sewell, Quebec.	Port au Choix	Quebec	Pork, flour, &c.	-	S.W. 12	Masratrique Harbour, Labra- dor.
16 Oct.	"Miranda" 16 years.	St. John's, Newfld.	-	Schooner, W.	42	6	J. White, Bonne Bay, Newfld.	-	St. John's, Newfld.	Bonne Bay, for fishing.	Ballast	-	S.W. 8	West Coast of Newfoundland.
17 Oct.	"Activ" 44 years.	Norway	-	Brig, W.	164	7	J. J. Aakermann	A. Christensen, Drammen.	Drammen	Alcoa	Timber	-	S. 4	S. Carr Rocks, near N. Bewick, Haulingtonshire.
17 Oct.	"Blue Jacket" 2 years.	St. John's, Newfld.	-	Schooner, W.	34	6	D. Haselton	J. Cook, Twillingate, Newfound- land.	Garia Bay, Newfld., on a fishing voyage.	-	Ballast	-	S. 10	St. John's Island, near Straits of Belleisle, Newfoundland.
17 Oct.	"Enterprise" 12 years.	Kingston, Jamaica.	-	Schooner, W.	20	7	F. Collins	T. D. Connelly & Co., Grand Cay- man.	Ruatan	Grand Cay- man.	General, 16 passrs.	7 (Master, 6 passrs.)	N.E. 12	Long Cay, Bahamas, Caribbean Sea.
17 Oct.	"Naima" Unknown.	Finland	-	Brig, W.	253	9	Osterberg	Finland.	Middlebro'	Finland	Iron, coal, and bricks, 1 passr.	-	S.S.E. 4	North Gare, Seaton, Durham.
17 Oct.	"Eydal Hall" 2 years.	Liverpool	-	Ship, I.	1771	33	M. H. Foster	Sun Shipping Co., Liverpool.	Cardiff	San Fran- cisco.	Coal	9	S.S.W. 3	1 mile N. of Point Pillar, Cali- fornia.
18 Oct.	"Cuba" 33 years.	London	-	Brigantine, W.	137	6	Hogg	J. Park, Amble	Amble	Schiedam	Coal	-	S.E. 6	S. Stile Rocks, Bouhmet, co. Northumberland.
18 Oct.	"Evening Star" 22 years.	Cardiff	-	Barque, W.	786	17	T. Lloyd	V. Traves, Cardiff	Cape de Verde	Pensacola	Ballast	11	S.S.W. 10	Little Cayman Island, West Indies.
18 Oct.	"Elizabeth Rose" 27 years.	Abreath	-	Brig, W.	217	6	Davidson	R. Mushens, Sun- derland.	Coves	Sunderland	Ballast	1	S.S.E. 5	Burniston Bay, 5 miles N. of Scarbro', Yorksh.
18 Oct.	"Nautilus" 8 years.	P. E. Island	-	Schooner, W.	66	5	J. Robertson	D. W. Palmer, P. E. Island.	P. E. Island	St. Pierre	Potatoes	5	W. 9	Fortune Bay, Newfoundland.
19 Oct.	"Edith Grant" 3 years.	Swansea	-	Brigantine, W.	253	8	W. Henwood	W. R. Lewis, Swansea.	Marseilles	Cardenas	Tiles, 1 pass.	-	-	Jatias Key, Cuba.
19 Oct.	"Fly" 18 years.	New Carlisle	-	Schooner, W.	53	7	F. X. Le Blanc	C. Robin & Co., Paspebiac, Canada.	New Carlisle	Magpie, North Shore, St. Lawrence	Provisions	-	W.S.W.	About 7 miles from the W. Point of Annapolis, Anseaux Pass, Cape Colony.
19 Oct.	"Marengo" 16 years.	Liverpool	-	Barque, W.	326	10	J. Bell	South Lancashire Shipping Co., Liverpool.	London	East London	Railway Iron	-	E. 7	1 mile West of the E. London Lighthouse, Cape Colony, S.E. Coast of Africa.
19 Oct.	"M. E. Chapman" 4 years.	Halifax, N.S.	-	Barque, W.	349	12	W. M. Eve	R. A. Tucker, New York.	Philadelphia	Cienfuegos	Iron goods	-	11 -	1 mile E. of Cayo Diego, Cuba.
19 Oct.	"McHawk" 10 years.	Nassau, N.P., Bahamas.	-	Schooner, W.	84	11	W. Sweeting	T. Darling & Co., Nassau, Baha- mas.	Nassau	Key West	Fruit, 24 passrs.	-	S.W. -	Key Largo, Gulf of Florida.
19 Oct.	"Windor Castle" 4 years.	London	-	S.S., I.	1751	84	J. Hewatt	Donald Currie & Co., London.	London	Cape Town	General, 126 passrs.	-	S.E. 3	Dassen Island, Cape Colony.
20 Oct.	"Annie Virden" 3 years.	Philadelphia	-	Schooner, W.	468	8	J. H. Hubbard	S. Thornton, Philadelphia.	Philadelphia, U.S.A.	Galveston, Texas, U.S.A.	Coal	-	S. 9	Wood Cay Bar, about 7 miles W. of Settlement Point, Grand Bah, Bahamas.
20 Oct.	"Cedric" 11 years.	London	-	Barque, W.	468	12	S. Millham	J. Hardie, London	Troon	Trinidad	Coal	-	-	Trinidad, W.I. Exact spot unknown.
20 Oct.	"Hero of the Nile" 24 years.	London	-	Barque, W.	355	13	W. H. Dugdall	Thomson and Westmoreland, London.	Melbourne	Fremantle, W.A.	Ballast 2, passrs.	-	S.W. 5	25 miles south of Fremantle, West Australia.
20 Oct.	"Thomas H. Sweeny" 2 years.	Philadelphia, U.S.A.	-	Three-masted Schooner, W.	497	8	D. B. Steelman	Barflet & Shepherd, Philadelphia.	Philadelphia, U.S.A.	New Orleans, U.S.A.	Coal and gun- powder.	-	S.W. 12	About 1 mile off Settlement Point, W. end of Grand Bah, Bahamas.

VESSELS TOTALLY LOST AND LIVES LOST.

20 Oct.	"Walrus" 4 years.	London	Ver. 3, L. 1. 1., for 3 years, from 7.75, 7.77.	Schooner, W.	65	7	— Forbes	Labrador.	Port an Prince.	Bricks and boards.	—	—	Wood's Harbour, Barrington, Nova Scotia.
21 Oct.	"Adela" 19 years.	Liverpool, N.S.	-	Barque, W.	200	8	R. Wyllie	D. F. Hulsmann, East Somerville, Mass.	Bangor, Me., U.S.A.	Timber, 1 passenger.	—	—	White Rocks, entrance to Queen Charlotte Sound, New Zealand.
21 Oct.	"Orphe" 10 years.	Wellington, N.Z.	-	Schooner -	65	6	H. A. Nelson	G. Thomas, Wellington, N.Z.	Pictou	Timber	1	W.N.W. 11	5 miles S. of Port Gazai, Russia, Black Sea.
23 Oct.	"American Eagle" 30 years.	Plymouth	-	Barque, W.	835	14	R. Ball	R. G. Dugan & Son, Plymouth.	Sonktoom Kach.	Liverpool	-	-	Gindurah Rock, Ceylon.
25 Oct.	"St. Peter" 7 years.	Quebec	Ver. 3, L. 1. 1., for 3 years, from 7.74, 7.77.	Ship, W.	1,427	25	— McLean	R. V. Valin, Quebec.	Cardiff	Galie	-	-	S.S.W. 4
24 Oct.	"Adeline" Nov.	Charlottetown, P.E.I.	Ll. 7 A 1, 8.75	Barquentine, W.	298	Unk. Say 9	R. Walsh	Peake Brothers & Co., Charlotetown, P.E.I.	London	Charlotetown, P.E.I.	-	-	S.S.E. 4
24 Oct.	"Welcome" Unknown.	Cork	-	Hooker, W.	12	4	M. Scannell	J. Scannell, Ballycotton, co. Cork.	Cork	Youghal	-	-	S.E. 3
27 Oct.	"Marchioness" of Queensbury 42 years.	Quebec	Ll. A, Red. 5.75	Barque, W.	681	15	G. Williams	H. Dunning, Quebec.	Quebec	Port Glasgow.	-	-	S. 2
27 Oct.	"Morning Star" 15 years.	Yarmouth, N.S.	-	Schooner, W.	33	7	M. Forbes	Mark & Vincent, Montreuil, N.S.	Sydney, C.B.	for fishing	-	-	W. —
27 Oct.	"W. W. Lord" 10 years.	Pictou, N.S.	-	Brigantine, W.	271	8	A. Veneau	West Arichat, C.B.	Whycomagh	Leith	-	-	N.N.E. —
23 Oct.	"Bashaw" 11 years.	St. John's, Newfld.	-	Schooner -	29	8	M. Fitzgerald	T. Boyd & F. Mc Dougall, St. John's, Newfld.	Labrador	Harbour Grace, Newfld.	-	-	N.N.E. 9
23 Oct.	"Blue Wave" Unknown.	U.S.A.	-	Schooner, W.	62	6	M. McDonald	B. McDonald, Portland, Mass.	Sydney, C.B.	Marblehead, Mass.	Ballast, 2 passengers.	-	N.W. —
28 Oct.	"Espérance" Nov.	Charlottetown, P.E.I.	Ll. 7 A, 7.76.	Brigantine, W.	198	7	A. W. Harrington	J. A. Matheson, Campbelltown, P.E.I.	Casumpique, Prince Ed.	Campbelltown, P.E.I.	Salt	-	N.W. 10
28 Oct.	"Iona" 12 years.	St. John's, Newfld.	-	Schooner -	40	9	H. Blandon	S. Kentell, St. John's, Newfld.	White Bear Islands, Labrador.	Bay de Verds, Newfld.	Stores for the ship.	-	N.E.
28 Oct.	"Lord Northbrook" 2 years.	Liverpool	Ver. 3, L. 1. 1., 10 years, from 12.75, 5.77.	Ship, W.	1,401	23	A. Christian	W. & R. Wright, Liverpool.	Cardiff	Bassin	Ballast	-	S.S.E. 7
23 Oct.	"Rob Roy" 11 years.	Aberdeen	-	Brig. W.	196	7	J. Reid	W. Knox, Aberdeen.	Anchangel	Liverpool	Tar	-	W. 4
29 Oct.	"Atwood" 15 months.	Folkestone	Ll. 7 A 1, 7.75	Brigantine, W.	177	8	W. H. Turner	T. Cobb, Folkestone	Burntisland	Boulogne	Coal	-	N.W. 5
29 Oct.	"Emily" 1 year.	St. John's, Newfld.	-	Schooner, W.	66	6	W. Rowe	J. Hopkins, Newfld.	Verion Island, Labrador.	Assizes Harbour, Labrador.	Fish, 2 passengers.	-	S.S.E. 10
29 Oct.	"Lavinia" 10 years.	St. John's, Newfld.	-	Schooner, W.	33	5	B. Wilcox	C. Dawe, Bay Roberts, Newfld.	Bay Roberts, Conception Bay.	Trinity Bay, Newfld.	Ballast	-	N.W. 9
30 Oct.	"Ago" 13 years.	Shelburne, N.S.	-	Schooner, W.	34	4	E. K. Goodwin	T. Rogers, junr., Yarmouth, N.S.	Argyle, N.S.	for fishing	Ballast	-	W. —
30 Oct.	"Prince Waldemar" New.	St. John, N.B.	Ver. 3, L. 1. 1., for 10 years, from 5.76, 7.76.	Ship, W.	1,691	30	H. Smith	Moran, Galloway & Co., Liverpool.	Liverpool	Calcutta	Salt, 9 passengers.	23 (25 crew, 3 pass.)	E. 5
31 Oct.	"Alex" 4 years.	Inverness	Ver. 3, G. 1. 1., for 9 years, from 3.75, 9.75.	Schooner, W.	75	5	A. Laing	A. Marshall, Burghhead.	Helmsdale	Harburgh	Herrings	-	N. 9
— Oct.	"D. B. Dean E." Unknown.	U.S.A.	-	Schooner, W.	183	Unk. Say 6	Unknown	Unknown	Port Caledonia, C.B.	Boston, Mass.	Coal	3	-
— Oct.	"Lily" 10 years.	Windsor, N.S.	-	Schooner, W.	54	5	Unknown	W. Kerr, senr., Wilmot, Anna-polis, N.S.	Margaretville, N.S.	Firewood & potatoes.	-	3	-
— Oct.	"Njord" 8 years.	Norway	Ver. 3, A. 1. 1., for 5 years, from 8.74, 3.74.	Barque, W.	344	10	H. Huun	H. Knudstzen, Drontheim.	Rio Janeiro	New Orleans	Coffee	10	-
— Oct.	"Peter" 10 years.	Denmark	-	Brig. W.	160	8	Unknown	F. P. Moller, Copenhagen.	Memel	London	Timber	1 (the Master.)	E.S.E. 7

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers, (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 1 Nov.	"Buterpe" 12 years.	-	LL. cont. 5,72, 5 A 1, 12/75.	Brig. W.	249	7	J. C. Carr	R. H. Paynter, St. Ives, Cornwall.	London	East London	Ballast	-	S.W. 9	2 miles E. of Buffalo River, Cape Colony.
1 Nov.	"Fortuna" 20 years.	-	-	Brig. W.	220	8	C. Johansson	E. Mathieson, Christiania.	Aloa	Christiania	Coal	-	Var. 7	Sand Haile, River Humber.
1 Nov.	"Hohenzollern" 8 years.	-	Ver. 83, L. 1, 1, for 12 years, from 1.68, 5/76.	Barque, W.	297	8	Stindt	J. C. Wains & Co., Elsiebeth.	London	East London	General	1	S.W. 9	3 miles E. of Buffalo River, Cape Colony.
1 Nov.	"Sylphide" 15 years.	-	LL. A 1, Red, 10,76	Barque, W.	276	9	W. Calvin	W. Whitehead, Blyth.	Blyth	Dantzic	Coal	-	S.W. -	Near Dantzic, Baltic Sea.
3 Nov.	"Alice M. Hooper" 12 years.	-	-	Schooner, W.	39	5	G. Carson	A. McDonald, Sydney, C.B.	Dead Island, Labrador.	Harbor Grace.	Codfish and herrings, 1 passenger.	-	S.W. 10	Cat Harbour, Newfoundland.
3 Nov.	"Annie M. Young" 12 years.	-	-	Brig. W.	303	8	S. D. Tiddy	W. O. McCormick, Kingstown.	Malbourne	Vasse	Timber	-	N.W. 10	North Beach, Bunbury, W.A.
3 Nov.	"Lee" 23 years.	-	-	Schooner, W.	69	4	J. M. Tucker	W. Stevens, St. Ives, Cornwall.	Glasgow	Ronen	Coal	-	W.S.W. 6	W. side of Bardsey Island, Carnarvonshire, Irish Sea.
3 Nov.	"Lizzie" 8 years.	-	LL. 5 years, 6,76	Schooner, W.	141	7	J. Bidwell	G. P. Ward, Teignmouth.	St. John's, Newfld.	Glace Bay, C.B.	Ballast	-	S. 7	Port Nova Island, Cape Breton.
4 Nov.	"Brancepeth" 12 years.	-	LL. A B 1, 9,75	S.S., I.	556	13	J. Wing	R. Ash, Hull	Cronstadt	Stettin	Rye	-	N. 11	3 miles E. of Rikhoett, Baltic Sea.
4 Nov.	"Elizabeth" 13 years.	-	-	Brigantine, W.	400	12	Leary	H. D. Brookman, New York.	Quaco, N.B.	Cork, for orders.	Deals	-	-	Near entrance to Portor's Passage, Halifax, N.S.
4 Nov.	"Phoebe" 9 years.	-	-	Dandy, W.	35	6	F. Earl	G. Wright, Gt. Yarmouth.	Gt. Yarmouth, for fishing	Ballast	Ballast	-	E. 2	Cockle Sand, Yarmouth Roads.
6 Nov.	"Paragon" 3 years.	-	LL. 8 A 1, 8,73	Schooner, W.	98	6	J. Peterson	R. J. Kidd, Peterhead.	Dantzic	Sunderland	Wheat	-	N.E. by N. 12	Laessoe Island, Cattegat, Denmark.
7 Nov.	"Arctas" 18 years.	-	LL. rest. 75, 9 A 1, 1,76.	Brigantine, W.	124	6	W. Thomas	T. Thomas, Abergwyth.	Portmadoc	Hamburg	Slates	5	W. 8	Terschelling Island, Holland.
7 Nov.	"Minnie" 13 years.	-	LL. A 1, Red, 11,75	Brigantine, W.	261	9	J. Braumon	W. Hinde, Belfast	Sundswall	Irvine	Timber	-	E.S.E. 8	Böda Bay, Oland, Sweden.
7 Nov.	"Walsoken" 24 years.	-	LL. A 1, 7,76	Barque, W.	331	11	P. Bird	T. Patrick, Wisbeach.	Wyborg	King's Lynn	Boards	-	N.E. 6	Island of Gottland, Sweden.
Supp. 7 Nov.	"Trebizond" 22 years.	-	LL. Red, A 1, 8,76	Brig. W.	284	8	T. Thistle	T. Marwood, Whitby.	Cronstadt	England	Wheat	8	-	Supposed Laessoe Island, Denmark.
8 Nov.	"Baccharite" 29 years.	-	-	Yawl, W.	69	12	M. Ford	E. Gwyer & Son, Clifton, Bristol.	Cowes	Cape Coast Castle.	General, 1 passenger.	1 (pass.)	-	West Coast of Africa. Exact spot unknown.
8 Nov.	"Dunbarton" 37 years.	-	-	Schooner, W.	76	4	J. Johnston, Stirling	-	Sunderland	Inverness	Coals	-	E. 6	Behind the N. Pier, Aberdeen.
8 Nov.	"Essex" Unknown.	-	-	Brigantine, W.	132	6	J. Jones	J. Hudson, Sunderland.	Sunderland	Zierikzee, Holland.	Coal	-	E.N.E. 9	1 mile South of Gorleston Pier Head, Suffolk.
8 Nov.	"Governor" 19 years.	-	LL. A 1, 4,74	Brig. W.	215	7	M. Thompson	J. Moran, Sunderland.	Wyborg	W. Hartlepool.	Deals	-	E.S.E. 9	Bornholm Island, Baltic.
8 Nov.	"Margaret Michael" 10 years.	-	-	Snack, W.	10	6	M. Bryan	P. Bryan, Cour-	Arklow, for fishing	Ballast	Ballast	-	N.N.E. 5	Entrance to Arklow Harbour, Co. Wick.

VESSELS TOTALLY LOST AND LIVES LOST.

8 Nov.	"Royal George"	Dublin	-	-	Schooner, W.	8	W. Morgan	A. & J. Handling, Arklow, co. Wicklow.	Arklow, for fishing	Ballast	-	N.N.E. 5	Arklow Bar, co. Wicklow.
9 Nov.	"Lass"	Dublin	-	-	Schooner, W.	7	M. Colvin, Arklow	-	Arklow, for fishing	Ballast	-	E.N.E. 6	North Side of Arklow Pier, co. Wicklow.
9 Nov.	"Loch Lomond"	N. Shields	-	-	Brig, W.	233	H. Farran	W. Fenwick, N. Shields.	East Coast of England.	Wheat	-	N.E. -	Falsterbo Reef, Denmark.
9 Nov.	"Warden Appleby"	Shanghai	-	-	Brig	232	Unknown	P. V. Grant, Shanghai, China.	Hakodadi	Kerosine Cotton passengers.	-	-	Nippon Yac. San. Lat. 41° 5', Long. 146° 21', Japan.
10 Nov.	"Cosy"	Dublin	-	-	Yawl, W.	6	J. Tyrrell, Arklow	-	Arklow, for fishing	Ballast	1	S. by E. 7	N. Side of the piers at entrance to Arklow Harbour, co. Wicklow.
10 Nov.	"Reward"	Greenock	-	-	Schooner, W.	95	D. McNicol	D. McArthur, Glasgow.	Ardrassan	Ballast	2	S.E. by S. 6	N.W. Coast of Island of Tyree, Argyshire.
10 Nov.	"St. Lawrence"	London	-	-	S.S. I.	1,423	A. Hyde	Temperley & Co., London.	Cape Town	Ballast, 617 Tons, 3rd Regt. Bds., Zinc	-	S. -	Paternoster Point, Cable Rocks W. Coast, Cape Colony.
11 Nov.	"Aid"	France	-	-	Brigantine, W.	119	C. Magnan	- Barriet, Mar-seilles.	Antwerp	-	-	S.E. 8	Shanton Sands, near Torcross, Devonshire.
11 Nov.	"Amarantha"	Norway	-	-	Barque, W.	280	H. Olsuig	H. Haldt & Co., Savanger.	Unknown, Swe-den.	Wine and spirits.	9	-	Brinchetais Ledge, Alderney Island.
11 Nov.	"Faith"	Irvine	-	-	Barque, W.	609	J. Gonnell	C. & A. M. Samson, Irvine.	Darien	Coal and iron.	-	S.E. 8	At Pollywillan, Sound of Sanda, near Campbelltown.
11 Nov.	"Isabel"	Liverpool	-	-	Brig, W.	209	M. Knight	J. McGowan, Sker-rives, co. Dublin.	Dundak	Railway Sleepers.	1	S.E. 5	Skerries Harbour. co. Dublin.
11 Nov.	"Johanna"	St. John's, Newfld.	-	-	Schooner, W.	42	A. Purchase, Twillingate, Newfld.	-	Twillingate	General	-	S.E. 7	Indian Island, Bight N.N.E. from Cam Islands, Newfld.
11 Nov.	"Theodosia"	Dartmouth	-	-	Schooner, W.	137	J. Binmore	O. H. Bartlett, Brixham.	Swansea	Coal	-	S.W. 10	Funchal, Madeira.
11 Nov.	"Venture"	Sydney, C.B.	-	-	Barque, W.	330	M. Florian	A. C. Ross, Sydney, C.B.	Newcastle, N.B.	Coal	-	E.N.E. 7	Miramichi Bay, New Bruns-wick.
11 Nov.	"Village Maid"	Sydney, N.S.W.	-	-	Ketch, W.	11	H. J. Jackson	J. R. Russell, Lake Macquarie, N.S.W.	Newcastle, N.S.W.	Ballast	-	S.W. 10	Near Lake Macquarie, New South Wales.
12 Nov.	"Donegal"	Dublin	-	-	Brig, W.	142	R. Woolaghan	J. Welton, Dublin	Cardiff	Ballast	6	S.E. 10	Not far from Creden Head, Waterford Harbour.
12 Nov.	"Henry"	Whitby	-	-	Schooner, W.	111	W. Burnett	T. Smales, Whitby	Grays, Essex	Ballast	-	S.E. by E. 9	Maplin Sands, co. Essex.
12 Nov.	"St. Jean Baptist"	France	-	-	Lugger, W.	46	L. Roulet	A. Perrott, Regne-ville, France.	Caen	Cement	1	S.E. 7	1 mile E. by N. of the Nore Light, River Thames.
12 Nov.	"Vulcan"	Faversham	-	-	Brig, W.	175	W. Jacobs	G. J. Drury, Can-terbury, Kent.	Faversham	Wood	-	S.E. by E. 8	Yarmouth Beach, co. Norfolk.
13 Nov.	"Baldur"	Denmark	-	-	Schooner, W.	84	L. J. Boesgard	E. Petersen, Rad-kjoberg, Den-mark.	Grangemouth	Empty para-fin casks and silver sand.	-	E.S.E. 9	About 14 miles S. of Alnmouth, co. Northumberland.
13 Nov.	"Germ"	Goole	-	-	Ketch, W.	44	J. Wilkinson	R. Salt, Wilkin-son, Church, Yorkshire.	Hull	Gravel, 1 passenger.	-	E. 7	Hornsea, Yorkshire.
13 Nov.	"Insulana"	Norway	-	-	Barque, W.	337	C. J. Koss	P. Koss, Kongsberg	Sandifjord	Ballast	8	E.S.E. 9	At the Forholes, 44 miles S. of Sealand, co. Durham.
14 Nov.	"Caroline Agnes"	London	-	-	Barque, W.	468	T. S. Leinster	J. C. Barras, New-castle-on-Tyne.	New Orleans	Ballast	7	S.E. 7	Under Craig David, 1 mile N. of Berrie, Kincardineshire.
14 Nov.	"City of Manchester"	Liverpool	-	-	Ship, I.	1,792	P. Holmes	Messrs. H. Fernie, and Sons, Liver-pool.	Calcutta	Salt	-	-	About 1 mile S. by E. 1/2 E. of (yster Reef Lighthouse, British Burnah.
14 Nov.	"Edith"	Whitehaven	-	-	Brigantine, W.	133	E. Iddon	J. Pickthall, Liverpool.	Brixham	Coal	-	S.S.W. 5	1 mile E. of Prussia Cove, Mount's Bay, co. Cornwall.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 14 Nov.	"Emily" 30 years.	Norway	-	Barque, W.	503	11	T. Gudbrandsen	E. C. E. Lamb, Tonsberg.	Ljusne, Sweden	London	Firewood	-	S.E. by E. 5	Hasbro' Sand, off the Norfolk Coast.
14 Nov.	"Speculation" 53 years.	Norway	-	Brig, W.	176	7	C. Nilsen	J. Christensen, Tonsberg.	West Wemyss	Fredericia, Jutland.	Coal	-	S.E. 9	Baird Point, near Johnshaven, Kincardineshire.
15 Nov.	"Ann and Mary" 22 years.	Chester	-	Schooner, W.	63	3	E. Hughes	A. Powell, Chester	Cardiff	Holyhead	Coal	-	Calm	Broad Sound, near Milford Haven, Pembrokehire.
15 Nov.	"Minnie" 18 years.	London	-	Barque,	186	11	A. Glanville	Lomas, Weston, & Co., London.	Sherbro', W. C. Africa.	Marsailles	Palm oil and seeds.	-	S.S.E. to S.W. —	About 5 miles eastward of Carmarque Light, France.
15 Nov.	"Sini" 8 years.	France	-	Brigantine, W.	149	7	P. Curet	Nantes	Nantes	Preston	Grain	-	S. 8	Black Rock, Rathmullen, Dundrum Bay, co. Down.
15 Nov.	"Star of the West" 27 years.	Poway	-	Snack, W.	15	3	A. Ridland	J. Bruce, jun., Dundressness, Shetlands.	N. Harbour, Fair Isle, Lerwick.	Dundressness, Lerwick.	Gear of a wrecked vessel and 1 horse and 2 sheep.	-	S.E. 9	Yess Ness, N. Harbour, Fair Isle, Shetlands.
15 Nov.	"Warkworth Castle" 5 years.	N. Shields	-	S.S. I.	767	20	W. Smith	G. Clough, N. Shields.	London	Tyne	Ballast.	5	Var. 2	About 300 yards N. of Cultercoats Haven, co. Northumbria.
16 Nov.	"Lady Anne" 5 years.	Sunderland	-	S.S. I.	477	18 and 6 Slovys.	A. Rackley	Rt. Hon. the Earl of Durham.	Southampton	Sunderland	Water ballast.	-	E.N.E. 2	Rocks about 1 mile S. of Souther Point, co. Durham.
16 Nov.	"Kammerdirector von Florow," 21 years.	Germany	-	Barque, W.	470	13	C. Kerfack	E. Burchard, Rosstock.	Sundswall	Hull	Timber and iron.	-	E.S.E. 5	Easington, Yorkshire.
17 Nov.	"Ada H. Hall" 5 years.	Nova Scotia	-	Brig, W.	163	9	C. A. Johnstone	G. Murdoch, Granville, N.S.	Porto Cabello	New York, U.S.A.	General	-	-	Reef off Long Cay, Fortune Island, Bahamas.
17 Nov.	"Petrol" 46 years.	Ramsgate	-	Brigantine, W.	79	5	E. W. Harris	J. Croft, Margate	Margate	Hartlepool	Ballast	-	S.E. 5	Rocks S. of Johnshaven, Kincardineshire.
17 Nov.	"Ruby" 29 years.	Carnarvon	-	Schooner, W.	52	3	J. Roberts	W. Lloyd, Portmadoc.	Plymouth	Runcorn	China Clay	-	S.W. 4	Jordan's Flats, ½ a mile E. of the Trinity Lightship, Liverpool Bay.
18 Nov.	"Doctor von Thunen Yellow," 19 years.	Germany	-	Barque, W.	345	10	H. Kienow	E. Burchard, Rosstock.	Riga	Grimsby	Lathwood	-	S. 3	Waxholme Beach, ½ miles N. of Withernsea, Yorkshire.
18 Nov.	"Elena" 34 years.	Peterhead	-	Barque, W.	272	10	W. Hecker	P. Bernie, Peterhead.	Copenhagen	Peterhead	Ballast	-	- 6	Hellesund, Norway.
18 Nov.	"Frya" 11 years.	Germany	-	Barque, W.	331	11	F. L. Freyhurst	N. H. Wettie, Restock.	Soderham, Sweden.	S. Shields	Wood and pig iron.	-	S. 4	Chibburn Sands, about 8 miles from Haust, co. Northumberland.
18 Nov.	"Georgel" 57 years.	Denmark	-	Brig, W.	168	7	J. A. Holte	L. Arnesen, Dragoe, Denmark.	Soderham, Sweden.	W. Hartlepool.	Wood and iron.	-	S. by E. 2	Cambols Sands, 1 mile N. of Blyth, co. Northumberland.
18 Nov.	"Laurel" 6 years.	Inverness	-	Schooner, W.	89	5	- Macray	A. Middleton, Cromarty.	Newcastle	Dingwall	Coal	-	-	St. Combes, near Fraserburgh, Aberdeenshire.
18 Nov.	"Salacia" 18 years.	Melbourne	-	Barque, W.	423	14	G. M. Jackson,	Melbourne	Newchang	Sratow, China.	Barbecue, 7 passengers.	-	N.E. 2	On the Bar at Newchang, China.
19 Nov.	"Amalia" 8 years.	Finland	-	Three-masted Schooner, W.	205	8	G. F. Hamnstron	P. Sittkoff, Aaland, Finland.	Grimsby	Hammerland	Ballast	-	S. by E. 10	Eswick, Nesting, Shetlands.
19 Nov.	"Barraford" 6 years.	London	-	S.S. I.	573	19	J. Halder	E. J. Hough, London.	Libau	Schiedam	Rye and barley.	-	E.S.E. 5	Island of Oland, 56° 32' N., 16° 39' E., Sweden.
19 Nov.	"Bee" 24 years.	Sweden	-	Brig, W.	220	9	J. A. Nilsson	P. Monson, Heligoland.	Hull	Landscrona	Coal	-	S.E. by S. 9	Suppos, S. part of Moss

VESSELS TOTALLY LOST AND LIVES LOST.

19 Nov.	"Robert Helver" 6 years.	Hull	-	-	Ketch, W.	61	5	E. Zachariassen, Hull	Aldeburg	Hull, for fishing	Ballast	-	S.S.E. 4	1 mile N. of Dimlington High Land, Yorkshire.
20 Nov.	"Marco Polo" 24 years.	Goole	-	-	Schooner, W.	61	3	J. A. Hargrave, Wakefield	Aldeburg	-	Shingle	-	N.N.W. 2	Lower part of Cleenest Sand River Humber.
20 Nov.	"Rapid" 27 years.	Peterhead	-	-	Schooner, W.	98	6	L. McKinnon - J. McKinnon, Peterhead.	London	-	Fraserburgh	-	N.N.E. 1	Near Kinnaird's Head Light-house, Aberdeenshire.
22 Nov.	"George Watson" 8 years.	Montreal	-	-	S.S., W.	13	8	J. E. Ellis - A. T. Todd, Toronto.	Toronto	-	Sydney, C.B.	-	E. —	Reef 4 miles E. of Cape Chatte, Gulf of St. Lawrence, Canada.
22 Nov.	"Margaret Campbell" 15 years.	Glasgow	-	-	Schooner, W.	56	4	J. Campbell, Olan	Irvine	-	Eastdale	-	S.S.E. 6	Catsker Rock, W. side of Gigna Island, Argyshire.
24 Nov.	"Kirch" 2 years.	N. Shields	-	-	S.S., I.	803	22	R. S. Thompson - Wilkie and Turnbull, N. Shields.	Messina	-	Galatz	-	N.N.E. 6	Entrance to Sulina Harbour.
25 Nov.	"James and Mary" 11 years.	Guernsey	-	Lt. cont. 9/73, 5 A. 1. 3/75.	Ketch, W.	53	4	J. McKeown - P. Gavey, Jersey	Dysart	-	St. Brieux	-	S.W. 9	Race of Alderney.
25 Nov.	"Norns" 3 years.	Sydney, C.B.	-	-	Schooner, W.	22	3	E. Dickson - E. Dickson, C.B.	Mire, C.B.	-	Halifax, N.S.	-	—	Tiffin Ledges, Maria Joseph, Nova Scotia.
28 Nov.	"Ann Staniland" 20 years.	Liverpool	-	Lt. resid. 1873, 10 A. 1, 1/75.	Schooner, W.	192	7	— Richards - E. W. Madams, London.	Liverpool	-	Algoa Bay	-	Westerly 3	Buffalo River, East London, Cape Colony.
30 Nov.	"Lady Lawrence" 2 years.	Calcutta	-	-	Schooner, W.	67	9	J. G. Grant - Rushion & Co., Calcutta.	Calcutta	-	Madras	-	E.N.E. 5	5 miles S. of Madras, India, East Coast.
30 Nov.	"William" 73 years.	Belfast	-	-	Schooner, W.	50	3	F. Nelson, Carrickfergus	Irvine	-	Carrickfergus	-	E. 6	Boneybore, 1 mile east of Carrickfergus, co. Antrim.
— Nov.	"Champion" 29 years.	Kingstown, Jamaica.	-	-	Schooner, W.	30	7	Unknown - T. W. Page, Grand Cayman.	In port at Grand Cayman.	-	Empty	-	—	North Sound, Grand Cayman.
— Nov.	"Emily" 27 years.	Montego Bay, Jamaica.	-	-	Schooner, W.	38	7	Unknown - J. Col, Grand Cayman, Jamaica.	In Port at Grand Cayman.	-	Empty	-	—	North Sound, Grand Cayman.
— Nov.	"Fame" 16 years.	Montego Bay	-	-	Schooner, W.	21	7	Unknown - Z. Ferri, Cayman, Jamaica.	In Port at Grand Cayman.	-	Empty	-	—	Red Bay, Grand Cayman.
— Nov.	"Thomas James" 29 years.	Montego Bay	-	-	Schooner, W.	37	7	Unknown - T. S. Walker, Grand Cayman.	In Port at Grand Cayman.	-	Empty	-	—	Red Bay Harbour, Grand Cayman.
1 Dec.	"Georgette" 4 years.	Fremantle, W.A.	-	Lt. 90 A. 1, 11/72	S.S., I.	211	22	J. Godfrey - T. Connor, Dundee, N.Z.	Fremantle	-	Adelaide	-	— 4	About 35 miles S. of Cape Natalistat, West Australia.
1 Dec.	"L. De V. Chipman" 6 months.	Windsor, N.S.	-	Ver. 3/3, G. 1, 1, for 7 years, from 7/76	Barque, W.	499	10	F. Le Caen - J. E. Woodworth, Nova Scotia.	Betts Cove, Newfd.	-	Liverpool	-	E. 6	Witless Bay, Newfoundland.
1 Dec.	"Mabel Jessie" 11 months.	Fleetwood	-	Lt. II A. 1, 2/76	Schooner, W.	181	6	H. Guy - J. Wignall & Co., Fleetwood.	Aveiro, Portugal.	-	Mazagan, Morocco.	-	S.S.W. 9	Vigo, Spain, bearing about N.E., distant about 90 miles.
1 Dec.	"Repart" Unknown.	Norway	-	-	Schooner, W.	118	Suppl. 6	— Ingebrethsen - S. Qvestad, Brevig, Norway.	Unknown	-	Aarhus	-	E.N.E. 2	Near Peterhead, Aberdeenshire.
2 Dec.	"Falcon" 37 years.	Dublin	-	-	Smack, W.	34	4	J. McGowan, Dublin	Annalong, co. Down.	-	Bristol Channel.	-	S.E. 7	Near the Coisguard Station, Skerries, co. Dublin.
2 Dec.	"Flora" 72 years.	Ramsgate	-	-	Schooner, W.	82	5	S. Duncan - G. Jarrett, Margate	W. Hartlepool	-	Margate	-	S.W. 7	Kentish Knock Sand, off Essex.
2 Dec.	"Louis Felicie" 3 years.	France	-	Ver. 3/3, A. 1, 1, for 8 years, from 11/74, 11/74.	Brigantine, W.	114	6	S. Fatomi - Postel, Cherbourg.	St. Malo	-	Port Charlotte	-	E. 11	Rocks at Port Charlotte, Isle of Islay, Argyshire.
2 Dec.	"Norsk Veritas" 9 years.	Norway	-	-	Barque, W.	489	13	C. Isaksen - H. Hosen and J. Schramm, Skien, Norway	Liverpool	-	Christiania	-	E.S.E. 9	About 2 miles E. of Point Lynas, Anglesea.
2 Dec.	"Surprise" 17 years.	Dublin	-	-	Lugger, W.	20	7	E. Doyle, Balbriggan	Balbriggan, for fishing	-	Ballast	-	E.S.E. 9	Near Ardellan, about 14 miles S. of Balbriggan, co. Dublin.
3 Dec.	"Arran Maid" 23 years.	Glasgow	-	-	Schooner, W.	38	2	A. McPherson - T. McLellan, Loch Boisdale, S. Uist.	Loch Boisdale, S. Uist, Hebrides.	-	Slates	-	E.N.E. 8	Loch Mady, N. Uist, Hebrides.
3 Dec.	"Fame" 54 years.	Maryport	-	-	Brigantine, W.	102	4	J. Richardson - T. Bern, Maryport	Irvine	-	Newry	-	S.E. 5	Near Newcastle Quay, co. Down.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether in the Coast Guard's Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876 3 Dec.	"Jane," 50 years.	London	-	Schooner, W.	140	6	C. Swetman	G. Drover, Cowes	Hartlepool	Cowes	Coal	-	S. 5	S. part of the Newcome Sand, near Great Yarmouth.
3 Dec.	"Lawsons," 6 years.	Fleetwood	-	Schooner, W.	120	5	R. G. Smith	J. Wignall, Fleetwood.	Glasgow	Fleetwood	Pig Iron	-	S.E. 10	Mew Island, Outer Copeland, co. Down.
3 Dec.	"Olympo," 20 years.	Austria	-	Barque, W.	415	14	A. Favrich	G. A. Premunda, Lussin, Piccolo, Austria.	Alexandria	Hull	Beans	-	S.S.W. 5	Middle Cross Sand, off Great Yarmouth.
3 Dec.	"Seven Sons," 12 years.	Faversham	-	Schooner, W.	194	7	C. Kemp	J. Goldinch, Whitehead.	London	Shields	Ballast	-	S. 3	Black Midden Rocks, River Tyne.
4 Dec.	"Adolph," 16 years.	Germany	-	Schooner, W.	86	5	H. Krohn	B. Deiless, Tonnung.	Burntisland	Tonnung	Coal	-	E.S.E. 5	S. side of Firth of Forth. Exact spot unknown.
4 Dec.	"Change," 22 years.	London	-	Sloop, W.	60	9	J. Smith	W. Osborne, Greenwich.	Grimsbay	for fishing	Ballast	-	N.W. 8	Blakeney Bar, co. Norfolk.
4 Dec.	"Otago," 12 years.	Melbourne	-	S.S. I.	642	40	G. Calder	McMeekan, Blackwood, & Co., Melbourne.	Dunedin, N.Z.	Port Chalmers.	General, 60 passengers.	-	-	Chasland's Mistake, N.Z.
4 Dec.	"Steadfast," 15 years.	Great Yarmouth.	-	Snack, W.	41	6	G. Durrant	E. J. Sutton, Gt. Yarmouth.	Gt. Yarmouth	for fishing	Ballast	2	S. 6	Hasborough Sand, off the Norfolk Coast.
5 Dec.	"Corsewall," New.	Glasgow	-	S.S. I.	538	25	J. Crawford	Olyde Shipping Co., Glasgow.	Dublin	Cork	General, 8 passengers.	-	S. 9	Roche's Point, entrance to Cork Harbour.
5 Dec.	"Jane Elizabeth," 32 years.	Belfast	-	Brigantine, W.	107	5	W. Mawhinney	J. McCully, Belfast.	Red Bay, co. Antrim.	Maryport	Iron ore	-	E.S.E. 5	Gray Point, Belfast Lough.
5 Dec.	"Vesper," 1 year.	Montrose	-	S.S. I.	145	9	T. Inglis	Montrose & Newcastle Shipping Co.	Sunderland	Arbroath	Coal	-	W.S.W. 5	On rocks at back of breakwater, Arbroath Harbour, Forfarshire.
6 Dec.	"Carl Constantin," 20 years.	Germany	-	Brig, W.	245	8	F. Saalman	C. Fahl, Stralsund, Germany.	Shields	Kiel	Coal	1	S.S.E. 10	W. side of Fair Isle, Shetlands.
6 Dec.	"Ocean Home," 20 years.	London	-	Barque, W.	404	10	D. Rees, Borth.	Cardigan	Milford Haven	Darien	Ballast	-	W. 10	Near Doboy, U.S.A.
7 Dec.	"Aden," 7 years.	St. John, N.B.	-	Schooner, W.	51	3	A. Tabor	R. B. Boggs, Joggins, N.S.	Joggins, N.S.	St. John, N.B.	Coal	-	E. -	Quaes Beach, St. John, N.B.
9 Dec.	"Arahmedes," 19 years.	France	-	Brig, W.	117	7	Le P. Simon	B. Jacques, Nantes	Middlesboro'	Nantes	Pig iron	-	W. 4	About 8 miles S. of Hasborough Lights, Norfolk.
9 Dec.	"Elizabeth Ann," 6 years.	Halifax	-	Brigantine, W.	150	7	J. Moore	Black Brothers, Halifax, N.S.	Hillsboro', N.B.	Boston, U.S.A.	Coal	-	-	Long Beach, about 100 yards S.W. of West Head of Dipper Harbour, N.B., Bay of Fundy, Canada.
10 Dec.	"General North," 11 years.	Aberystwith	-	Sailing, W.	293	9	H. Humphreys	T. Morris, Aberystwith.	London	East London, Cape Colony.	General	-	S.W. 12	East London Bay, Cape Colony.
10 Dec.	"President," 21 years.	St. John's, Newfld.	-	Schooner, W.	47	5	J. Scudley	J. Gilliam, Port aux Basques, Newfld.	Sydney, C.B.	Channel, Newfld.	General	1	N.W. 9	Western entrance of Channel Harbour, Newfld.
10 Dec.	"Rose," 55 years.	Ipswich	-	Snack, W.	41	3	W. Wilcox	G. H. Jones, Plymouth.	Killybegs	Plymouth	Potatoes	-	S.S.W. 5	N.W. point of Tory Island, 9 miles N.W. of Dúnuaighy, co. Donegal.
10 Dec.	"Skor," 15 years.	Worford	-	Schooner, W.	75	6	J. Reilly	R. Allen, Worford	Porthcawl	Wexford	Coal	-	S.W. 4	Splough Rock, and afterwards Carrig Rock, near Greenore Point, co. Wexford.
11 Dec.	"Celina," 17 years.	France	-	Lugger	19	3	F. Chaklier	St. Malo.	Dinan, France	Jersey	Wheat	-	S.W. -	Near the breakwater, entrance to St. Helen's Harbour, Jersey.

VESSELS TOTALLY LOST AND LIVES LOST.

11 Dec.	"Circassian"	20 years.	-	Liverpool	Ver. 3/8, L. 1. 1., for 10 years, from 6/76, 9/76.	Ship, I.	1,742	35	R. Williams	J. S. De Wolf & Co., Liverpool	Liverpool	New York	Bricks, &c., 12 passrs.	23	-	Off Bridgeport, Long Island shore, about 10 miles east of Shinnecock Light, U.S.A. Waipapa Reef, N.Z.
11 Dec.	"William Ackers"	40 years.	-	Newcastle, N.S.W.	-	Barque, W.	299	10	D. Lindsay	Brooks & Goodsair, Newcastle, N.S.W.	Bluff Harbour, N.Z.	Fyrtleton, N.Z.	Timber, 1 passenger.	8	Calm	
11 Dec.	"Zenobia"	3 years.	-	France	Ver. 3/8, A. 1. 1., for 10 years, from 12/75, 12/76.	Brigantine, W.	212	9	E. Labour	P. Le Gal, Nantes	Isle de Rhe, France.	Prince Edward Island.	Ballast, 2 passengers.	-	W. 7	Magdalen Islands, Gulf of St. Lawrence, Canada.
12 Dec.	"City of Seringapattam"	10 years.	-	Glasgow	LI. AA 1, 4/76	Ship, I.	1,190	32	A. Reddie	Messrs G. Smith & Sons, Glasgow.	London	Melbourne	General, 4 passengers.	1	E.N.E.	5 miles to the N. of Broyal Point, Bona Vista, Cape Verde Islands.
12 Dec.	"Kingston"	14 years.	-	Halifax, N.S.	-	Brig, W.	84	7	N. Bayley	A. G. Jones, Halifax.	Cienfuegos, Cuba.	Halifax, N.S.	Ballast	-	E. -	Crawley Point, near Chedibucto Head, N.S.
13 Dec.	"Amsterdam"	16 years.	-	Sunderland	-	Barque, W.	732	16	H. M. Raam	W. Stewart & Co., Liverpool.	Liverpool	Quebec	Ballast	-	S.W. 6	Little Duck Island, Nova Scotia.
13 Dec.	"Fly"	About 11 years.	-	Dublin	-	Snack, W.	3	5	J. Redmond	J. Beakey, Arklow	Arklow, for fishing	Arklow, for fishing	Ballast	-	Var. 7	N. side of entrance to Arklow Harbour, co. Wicklow.
13 Dec.	"Willing Mind"	2 years.	-	Dublin	-	Snack, W.	6	6	L. English, Arklow	-	Arklow, for fishing	Arklow, for fishing	Ballast	-	Var. 7	N. side of the entrance to Arklow Harbour, co. Wicklow.
13 Dec.	"Yennene"	69 years.	-	Norway	-	Brig, W.	163	6	F. Lawson	Jansen & Co., Drammen, Norway.	Grangemouth	Drammen	Coal	-	E.S.E. -	About 300 yards northward of River Ythan, Aberdeen-shire.
14 Dec.	"Eigen"	28 years.	-	Aberystwith	LI. rostd 1872, 9 A 1, 1/72.	Brigantine, W.	135	5	- James	W. James, Aberystwith, Wales.	Casablanca	Queenstown	Beans	-	W. -	Casablanca, Morocco.
15 Dec.	"Dunleavy"	Unknown.	-	Dublin	-	Brigantine, W.	90	6	J. Kavanagh	W. O. McCormick, Kinsale, co. Dublin.	Liverpool	Kingstown	Coal	-	S.S.E. 5	Dulas Rocks, Anglesea.
15 Dec.	"Jenny Lind"	9 years.	-	Coleraine	-	Schooner, W.	135	5	J. Monaghan	J. R. Watt, Port Rush.	Maryport	Port Rush, co. Antrim.	Coal	-	S.S.E. 8	Ballyferris Point, co. Down.
15 Dec.	"Russell"	18 years.	-	Rochester	-	Schooner, W.	93	4	G. Brown	J. Smith, Burnham, near Maldon, Essex.	Maldon	Sunderland	Ballast	-	S.E. 6	The outside of S. Pier S. Shields.
16 Dec.	"Beecher Stowe"	23 years.	-	S. Shields	-	Barque, W.	322	10	J. Hammond	T. S. Blues, S. Shields.	Fredericksstadt	London	Battens and stones.	-	S.E. 6	1/2 mile S.E. of the Coastguard Station, Mablethorpe, Lincolnshire.
16 Dec.	"D. B. Stockwell"	8 years.	-	U.S.A.	-	Brigantine, W.	360	8	- Cummings	R. P. Buck, Bangor, Maine.	Troon	Cardenas	Coal	-	E.N.E. 4	S.E. part of the Hogsties Reef, Bahamas.
16 Dec.	"Resolution"	18 years.	-	Preston	-	Schooner, W.	45	2	T. Rhumer	T. Carinell, Barre, Maine.	Preston	Ramsey, Isle of Man.	Coal	-	S.E. 8	Cushenden Bay, co. Antrim.
16 Dec.	"Rose"	32 years.	-	Falmouth	-	Schooner, W.	97	5	S. Davey	J. Creasy, Plymouth.	Falmouth	Seville	Machinery	-	W.N.W. -	Montego Point, 3 miles W. of Sanlucar, Spain.
17 Dec.	"Abeona"	17 years.	-	St. John's, Newfld.	-	Schooner, W.	57	5	R. Seward	H. C. Goodridge, St. John's, Nfld.	Carboniey, Newfld.	Trinity, Newfld.	General	-	W.S.W. 9	Trinity Bay, Newfoundland.
17 Dec.	"Beaver"	7 years.	-	St. John's, Newfld.	-	Schooner, W.	16	Say 5	J. Pelly	E. Wheeler and T. Tizard, Twillingate, Newfld.	At anchor near Twillingate	Twillingate	Ballast	-	N. W. 10	Jenkin's Cove, South side Twillingate Island, Newfld.
17 Dec.	"Catherine"	29 years.	-	Sydney, C.B.	-	Schooner, W.	40	4	J. McKimmon	Smacacade, C.B.	Glace Bay	St. Peter's Canal, C.B.	Coal	-	-	Point Aconi, Cape Breton.
17 Dec.	"Flash"	8 years.	-	St. John's, Newfld.	-	Schooner	51	7	S. Walsvent	W. Byrne, St. John's, Newfld.	St. John's	Twillingate, Newfld.	General, 1 passenger.	-	S. 9	Capelin Cove, 1/2 mile E. of Catalina Harbour, Newfoundland.
17 Dec.	"Gabriel"	12 years.	-	Germany	Ver. 3/8, G. 1. 1., for 4 yrs., from 6/75, 6/77.	Barque, W.	429	12	W. Vincke	M. Levy, Memel	Liverpool	Memel	Salt	3	S.E. 5	Laigues Point, near Castle-town, Isle of Man.
17 Dec.	"Isabella Ridley"	13 years.	-	St. John's, Newfld.	-	Brig, W.	154	10	H. W. Thobrey	R. H. Prowse, St. John's, Newfld.	Harbor Grace	Clode Sound, Bonavista Bay.	Timber and firewood.	-	W.N.W. 9	Clode Sound, Bonavista Bay, Newfoundland.
17 Dec.	"John Lauchlan"	13 years.	-	Baddick, Cape Breton.	-	Schooner, W.	84	Say 3	-	D. Livingstone, Big Bras d'Or, N.S.	Halifax	N. Sydney, C.B.	General	-	-	St. Arins.
17 Dec.	"Kitty Clyde"	19 years.	-	St. John's, Newfld.	-	Brigantine, W.	129	8	J. Sparkes	J. J. Rogerson, St. John's, Nfld.	Labrador	Bonne Bay, Newfld.	Salt and ballast.	-	W.N.W. 10	Birchy Head, Bonne Bay, Newfoundland.
17 Dec.	"Louisa"	7 years.	-	St. John's, Newfld.	-	Schooner, W.	24	Say 3	J. Davis	R. H. Prowse, St. John's, Nfld.	Ship at anchor in Harbor Grace.	-	-	-	W. 10	Supposed to have been driven ashore at Harbor Grace, Island Rocks, Newfoundland.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 17 Dec.	"Maggie H." 11 years.	Port Hawkesbury.	-	Schooner, W.	90	12	M. McLennan	M. McLennan, Port Hastings.	Bonne Bay	Georgetown, P.E.I.	Fish, 5 passengers.	6 (5 crew, 1 passenger.)	W.N.W. 12	Port Hood Harbour, Canada.
17 Dec.	"Mary Ann Catherine," 18 years.	Sydney, C.B.	-	Schooner, W.	32	6	W. Pink	M. Burke, Main-a-Dict, C.B.	Newfoundland	Settle Harbour.	Ballast	-	S.W. 9	Seal Island Harbour, S.W. Coast of Newfoundland.
18 Dec.	"Castalia," 3 years.	St. John, N.B.	-	Schooner	111	5	G. D. Colwell	W. Lipsett, St. John, N.B.	St. John, N.B.	New York, U.S.A.	Laths	5	-	Marshall's Island, near Mount Desert, U.S.A.
18 Dec.	"Elizabeth," 13 years.	St. John, N.B.	-	Schooner	20	5	J. Ralston	St. John, N.B.	St. John, N.B.	Fishing at Grand Manan Island, N.B.	Ballast	-	- 10	Flagers Cove, Grand Manan, N.B.
18 Dec.	"Elizabeth Ann," 11 years.	Halifax, N.S.	-	Schooner, W.	46	4	K. McKenzie	Boulardane Islands, N.S.	Baddick, C.B.	St. Peter's, C.B.	Coal	-	N.W. -	About 2 miles eastward of Black Rock Point Light, Great Bras d'Or.
18 Dec.	"Iceland," 5 years.	Leith	LI. 100 A 1, 12.75	S.S., W.	527	23	G. Lawson	D. Currie & Co., London.	Liverpool	Hamburg	General	-	S. 3	Everland Grounds, Texel, Holland.
18 Dec.	"Leading Star," 6 years.	St. John, N.B.	-	Schooner, W.	141	Unk. say 7	W. Atkinson	J. R. Calhoun, Summerside, P.E.I.	Shediac, N.B.	Georgetown, Bermuda.	Lumber	-	-	Outside Georgetown Harbour, Bermuda.
19 Dec.	"Angie Russell," 6 years.	Windsor, N.S.	-	Schooner, W.	25	3	- Baileau	T. Murphy, Cornwallis, N.S.	St. John, N.B.	Canning, N.S.	Flour and meal.	-	W. 10	West Bay, Parrsboro', N.S.
19 Dec.	"Jemima," 24 years.	Southampton	-	Smack, W.	25	4	T. Bovis	J. Lock, Hamble, Hants.	Southampton, for fishing	-	Ballast	-	S.S.E. 6	1 mile W. of Hurst Low Light, Hants, Solent.
19 Dec.	"Three Brothers," 20 years.	Newhaven	-	Smack, W.	15	4	J. Baker	Mrs. E. Dawson, Southampton.	Southampton, for fishing	-	Ballast	-	S.S.E. 6	1 mile W. of Hurst Low Light, Hants, Solent.
20 Dec.	"Centennial," 1 year.	Port Medway, N.S.	-	Schooner, W.	63	6	A. Morine	E. Cohen, Port Medway, N.S.	Bonne Bay	Port Medway, N.S.	Fish, 2 passengers.	-	N.W. 10	Point Rich, W. Coast of Newfoundland.
20 Dec.	"Costa Rica," 16 years.	Norway	-	Barque, W.	289	9	T. Moe	J. Christopherson, Sandjefjord, Norway.	Inverness	Langsaund	Ballast	-	E.S.E. 11	Amble Sands, co. Northumberland.
20 Dec.	"De Goede Vrede," Unknown.	Norway	-	Barque, W.	290	10	M. C. Sundbe	C. M. Johannsen, Moss, Norway.	Nieu Dieppe	Moss	Ballast	-	E. 11	Near Belhelvie, 9 miles N. of Aberdeen.
20 Dec.	"Friga," 18 years.	Norway	-	Barque, W.	334	10	H. Neilson	O. J. Berg, Brevig, Norway.	Berwick-on-Tweed.	Brevig	Ballast	-	E.S.E. 10	1 mile E. of Duibar Harbour, Berwickshire, Firth of Forth.
20 Dec.	"George," 78 years.	Workington	-	Brigantine, W.	87	4	D. James	H. Ferguson, Workington.	Workington	Drogheda	Coal	-	E. 7	Perch Point, north entrance to Larne Lough, co. Antrim.
20 Dec.	"Heinrich," 51 years.	Germany	-	Brig, W.	255	8	P. Schroeder	C. A. Dultz, Königsberg.	St. David's	Swinemunde	Coal	-	E. 11	Carlingnose, Fifeshire.
20 Dec.	"Hunter," 15 years.	Wick	-	Schooner, W.	70	4	J. Gregor	R. Miller, Thurso	Thurso	N. Shields	Pavement Stones.	-	N.E. 10	Scrabster Roadstead, Caithness-shire.
20 Dec.	"Lady Montefiore," 6 years.	Ramsgate	-	Ketch, W.	45	5	R. Brinley	G. Sparks, Ramsgate.	Ramsgate, for fishing	-	Ballast	-	S.S.E. 4	Thorpe Ness, co. Suffolk.
20 Dec.	"Laurina," 31 years.	Bridgewater	-	Smack, W.	17	2	W. Webber	T. Griffiths, Tarr, Somerset.	Newport, Mon.	East Quantoxhead.	Coal	-	N.E. 7	East Quantoxhead Stone, Somersetshire, Bristol Channel.
20 Dec.	"Peter," 18 years.	Denmark	-	Schooner, W.	120	6	N. Henriksen	E. Rasmussen, Svendborg, Denmark.	Wemyss	Svendborg	Coal	-	E. by S. 11	West Harbour, Granton, Firth of Forth.
20 Dec.	"Syrén," 19 years.	Dublin	-	Brigantine, W.	111	5	S. McBratney	W. J. McMaster, Belfast.	Ayr	Belfast	Coal	-	E. 8	Lamlash Bay, Arran Island, Firth of Clyde.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 22 Dec.	"Emilie" 30 years.	Germany	Ver. 5/6, A. 1. 1., for 5 years, from 8/76, 8/76.	Schooner, W.	150	7	— Schiebe	P. Neumann, Germany.	Sunderland	Wolgast	Coal	6	S.E. 11	Ackergill, Sinclair's Bay, near Wick, Caithness-shire.
23 Dec.	"Foldin" 6 years.	Norway	-	Barque, W.	154	Suppl. 6	— Andersen	J. E. Linnae, Sandesford.	Unknown	Unknown	Iron	Suppl. 6	S.E. 11.	Belmont Rocks, 150 yards outside of Stonehaven Harbour, Kincardineshire.
23 Dec.	"Johanna" 15 years.	Norway	-	Brig, W.	323	10	J. Petersen	E. Jorneborg, Fredestrand, Norway.	Grimsby	Fredestrand	Ballast	-	-	Cowie Rocks, near Stonehaven, Kincardineshire.
23 Dec.	"Johanna" 38 years.	Germany	Ver 5/6, G. 2. 1., for 3 years, from 3/74, 3/74.	Barque, W.	400	14	— Rasch	G. F. Fockings, Dantzic.	Leith	Dantzic	Coal	14	- 11	10 miles S. of Aberdeen.
23 Dec.	"Marie" 33 years.	Germany	-	Barque, W.	221	8	I. Maschki	H. Szameitky, Memel.	St. David's	Memel	Coal	-	S.E. 6	Bamborough Castle, co. Northumberland.
23 Dec.	"Nebo" 7 years.	Norway	-	Brig, W.	194	7	I. Salvesen	Luno Brothers, Krageroe, Norway.	Hull	Krageroe, Norway.	Ballast	-	E. 9	½ mile N.E. of Kilmaining Farm, Fifeshire, Firth of Forth.
23 Dec.	"Oberforster Uffin" 14 years.	Germany	-	Brig, W.	214	8	— Mildahn	F. A. Rodbertus, Barth, Germany.	S. Shields	Rostock	Coal	6	S.E. 9	Sands, 2 miles N. of Montrose, Forfarshire.
23 Dec.	"William" 43 years.	Norway	-	Brig, W.	232	8	Unknown	I. C. Buege, Mandal.	Grimsby	Mandal	Ballast	8	E.S.E. 11	About 500 yards N. of Milden Burn, near Aberdeen.
23 Dec.	"Adler" 9 years.	Hanover	Ver. 3/3, G. 1. 1., for 4 years, from 12/75, 3/76.	Schooner, W.	81	4	O. H. Verlaet, Rhanderfehn	H. Petersen	Aallosund	Leith, for orders.	Wood	-	S.E. 10	Dornoch Firth, 6 miles E. of Tain, Ross-shire.
23 Dec.	"Alardice" Rebuilt in 1873.	Norway	-	Barque, W.	418	12	-	-	Dundee	Grimstadt	Ballast	-	E.S.E. 12	St. Fergus Sands, about 6 miles N. of Peterhead, Aberdeenshire.
23 Dec.	"Angela" 3 years.	Norway	-	Brig, W.	183	7	S. Nielsen	P. L. Asa, Drammen, Norway.	Grimsby	Drammen	Railway Iron	-	E.S.E. 12	7 miles S. of Fraserburgh, Aberdeenshire.
23 Dec.	"Bayard" 19 years.	Norway	-	Barque, W.	420	11	— Noss	O. Olsen, Tonsberg.	Gaugemouth	Christiania	Coal	10	E.S.E. 11	Sayabanks, Sanda, Orkneys.
23 Dec.	"Eos" 14 years.	Norway	-	Brig, W.	305	10	A. Haberg	G. F. Yall, Ruseor, Norway.	Dordrecht	Ruseor	Ballast	-	E.S.E. 11	Sandwick Bay, Pentland Firth, Caithness-shire.
23 Dec.	"Frithjof" 24 years.	Norway	-	Brig, W.	185	8	E. Christensen	A. K. Larsen, Tonsberg, Norway.	Honteur	Tonsberg	Ballast	7	- 11	Burray Ness, Orkneys.
23 Dec.	"Herc" 10 years.	London	-	Cutter, W.	43	7	J. Long	J. H. Davies, Barking, London.	London, for fishing on Dogger Bank.	London	Ballast	-	W.N.W. 2	Blacktail Spit, near the Nore Lightship, mouth of Thames.
23 Dec.	"Inghborough" 41 years.	Hull	Lt. A. 1. Red. 7/76, S.S. Cly. 75, 8 years.	Barque, W.	427	13	D. Wilson	T. H. Bilton, Hull	Shields	Garrucha, Spain.	Coal and coke.	-	E.S.E. 5	Barber Sand, off Yarmouth, co. Norfolk.
23 Dec.	"Johanna" 13 years.	Denmark	Ver. 5/6, G. 1. 1., for 2 years, from 4/77, 5/76.	Brig, W.	171	7	H. V. Cortsen, Nykjøbing	-	Gaugemouth	Aarhus	Coal	-	E.S.E. 11	Berry Hill, 4 miles N. of Aberdeen.
23 Dec.	"Louisa" 15 years.	Germany	-	Schooner, W.	117	6	T. Saadman	T. C. Beng, Barth, Germany.	Gaugemouth	Grafswald	Coal	-	E.S.E. 11	S.E. side of Stronsa Island, Orkneys.
23 Dec.	"Palmatta" 20 years.	Norway	-	Barque, W.	Say 354	Suppl. 12	G. Sonme	J. Busch, Osterisør, Norway.	Unknown	Unknown	Unknown	Suppl. 12	E.S.E. 12	Scars of Cruden, about 12 miles S. of Peterhead, Aberdeenshire.
23 Dec.	"Peter Baldis" 16 years.	Germany	-	Brig, W.	239	10	G. Gornot	I. N. Rodbertus, Barth, Germany.	Gaugemouth	Stettin	Coal	10	N.E. 9	20 miles N. of Montrose, Kincardineshire.
23 Dec.	"Rosa" 17 years.	Germany	-	Barque, W.	427	13	R. Gronwald	M. Donke, Dantzic.	Liverpool	Dantzic	White Salt	-	E.S.E. 9	400 yards N. by W. of the Martello Tower at Crook Ness, Orkneys.
23 Dec.	"Sophie" 18 years.	Norway	-	Brig, W.	172	Suppl. 6	— Backer	C. Gulbrandsen, Holsstrand.	Unknown	Unknown	Ballast	Suppl. 6	E.S.E. 12	S. Bay of Peterhead, Aberdeenshire.

VESSELS TOTALLY LOST AND LIVES LOST.

23 Dec.	"Union," 12 years.	Guernsey	Ver. 3 years, from 7.76. LI. A. 1, 10.76.	185	—	Peck	R. H. Peck, Guernsey.	London	Burntisland	Ballast	1	S.E. 2	Station Point, co. Northumberland.
23 Dec.	"Vidar," 19 years.	Norway	—	244	—	Gutormsen	Unknown	Granton	Arendal	Coal	2	E.S.E. 10	Drums Burn, 2 miles S. of River Uthan, Aberdeenshire.
23 Dec.	"Vesta," 10 years.	Germany	—	359	—	W. F. Lindman	L. Olofsson	Granton	Kiel	Coal	—	— 11	4 miles E. of Dornoch, Sutherlandshire.
24 Dec.	"Anna," 10 years.	Russia	—	122	—	D. Kohl	G. Bohn, Libau, Russia.	London	Libau	Superphosphate.	—	E.S.E. 11	Basand Sanday, 24 miles N.E. of Kirkwall, Orkneys.
24 Dec.	"Grace Darling," 40 years.	Goole	—	45	—	G. Goodworth	S. Watson, Goole	Goole	London	Stone	—	E. 10	Stony Banks, near Spurn Point, Yorkshire.
24 Dec.	"Mary and Jane," 20 years.	Sunderland	—	96	—	R. Ambler	W. Earl, Sunderland.	London	Newcastle-on-Tyne.	Bark	—	— 8	½ mile N. of Wansbeck River, co. Northumberland.
24 Dec.	"St. Olaf," 29 years.	Norway	—	452	—	—	Abrahamson	A. C. Gogstad, Sandefjord, Norway.	Unknown	Ballast	—	E.S.E. 8	S. part of Deerness, Orkneys.
24 Dec.	"Sampson," 8 years.	Faversham	Ver. 5.6, P. 1.1, for 3 years, from 1.77. LI. 7 A 1, 9.75.	90	—	V. J. Berry	R. M. Shirubshall, Sittingbourne.	Sandwich	Sunderland	Ballast	5	—	Off Montrose Kincardineshire.
24 Dec.	"Sea Belle," 19 years.	Dumfries	—	307	—	T. England	G. F. Pitman, London.	Newport, Mon.	Havana	Coal	—	E. by S. 3	Bird Island Reef, Antigua.
24 Dec.	"Victoria," Unknown.	Norway	Ver. 3.8, A. 1.1, for 4 years, from 1.76. LI. 8 A 1, 6.74.	446	—	Unknown	J. Ernutt, Drammen, Norway.	Unknown	Unknown	Ballast	—	E. 5	Lumsden Shore, 2 miles W. of St. Abb's Head, Berwickshire.
24 Dec.	"Zephyr," 7 years.	Cardiff	—	256	—	A. Ross	F. S. Johnson, Cardiff.	Hamburgh	Cardiff	Ballast	6	E.S.E. 9	Near the S.W. end of the Long Sand, off co. Essex.
25 Dec.	"Emile," 27 years.	Germany	Ver. 5.6, G. 1.1, for 4 years, from 4.75. LI. cont. 6.74, 6 A 1, 7.74.	244	—	—	Rachbut	A. Hatt, Ucker-munde, Prussia.	Newcastle	Coal	10	—	Near entrance to River Tay. Exact spot unknown.
25 Dec.	"Home," 11 years.	N. Shields	—	348	—	J. McKenzie	R. Bell, Blyth	Ménel	London	Staves	—	N.E. by E.	Off Faisterio Light, Sweden.
25 Dec.	"Matoka," 8 years.	U.S.A.	—	217	—	W. H. Smart	J. J. Abrahams, Baltimore.	Demerara	Baltimore	Sugar	—	S.S.E. 2	S.E. Point of Gt. Bahama Bank.
25 Dec.	"Nonveau Mexique," 15 years.	French	Ver. 3.6, L. 1.1, for 4 years, from 8.74, 5.76.	324	—	Unknown	A. Salles & Co., Bordeaux.	St. Denis, Isle de la Reunion.	Pondicherry	Ballast, 33 passengers.	—	— 11	Cadatoon, India, E. Coast.
25 Dec.	"St. Elwine," 21 years.	Hayle	—	94	—	W. Stevens	J. Young, St. Ives, Cornwall.	Harburg	Cardiff	Burnt ore	—	E.S.E.	Horsy Beach, co. Norfolk.
25 Dec.	"Tinto," 19 years.	Glasgow	LI. A 1, Red, S.S., Liv. 7.6, 3 years, 10.76.	789	—	G. Larie	H. J. Watson, Glasgow.	Ardrossan	Baltimore	Coal	—	—	Carriluck Shoal, near entrance to Chesapeake Bay, Virginia, U.S.
26 Dec.	"Andre," 20 years.	Austria	—	363	—	P. Michelitch	F. Suchich, Fiume, Austria.	Newport, Mon.	Taranto	Coal	—	S.E. 4	½ mile W. of Lanterna Cove, Mount's Bay, Cornwall.
26 Dec.	"Eos," 14 years.	Norway	—	472	—	T. Tommesen	Plog and Sundt, Stavanger.	Berwick	Siavanger	Ballast	—	E.S.E. 6	End of Pier, Berwick-on-Tweed.
26 Dec.	"Grace Robertson," 13 years.	Borrowstowness	LI. cont. 8.72, 6 A 1, 5.72.	130	—	J. Jones, Newborough, Anglesea	—	Gibraltar	Queenstown	Beans	—	S. 9	On the Bar of Larache, Morocco.
26 Dec.	"Lillian Cameron," 3 months.	Charlottetown, P.E.I.	—	199	—	A. Macdonald	Hyndman Bros., Charlottetown, P.E.I.	Georgetown, P.E.I.	New York	Potatoes	—	E.N.E. 7	Squaw Inlet, New Jersey, U.S.A.
26 Dec.	"Maggie, Anne Steuart," 20 years.	Ardrossan	—	27	—	R. Ferriet	Ardrossan	Passage East, Waterford, for cruising.	Waterford	Ballast	—	S.E. 6	3 miles S. of Rosslare Point, co. Wexford.
26 Dec.	"Margaretta," 20 years.	Aberystwith	—	64	—	W. Evans	E. Phillips, Aberystwith.	Swansea	Newry	Coal	—	S.S.E. 9	1 mile E. of Newcastle, Dundrum Bay, co. Down.
26 Dec.	"Maria," 23 years.	Skillbreen	—	40	—	P. Driscoll	J. H. Swanton & Co., Skibbereen.	Cork	Kenmare	Maize, timber, and metal castings.	—	S.E. 6	Sharkey Island, Sneen, co. Cork.
26 Dec.	"Roskva," 2 years.	Denmark	Ver. 3.3, G. 1.1, for 12 years, from 9.74, 9.74.	151	—	—	N. Nielsen, Svendborg, Denmark.	Newcastle	Grenna	Coal	—	S. 6	Meal, Conningsburgh, Mainland, Shetlands.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers, (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. About 26 Dec.	"Bankier, Lietke, & Co., 13 years.	Germany	-	Brig. W.	240	9	— Nagel	J. H. Voss, Stralsund.	Unknown	Unknown	Unknown	9	—	Near Montrose, Forfarshire.
27 Dec.	"Arcturion," 17 years.	Denmark	-	Schooner, W.	69	4	H. H. Christensen	H. Nielsen, Rudkjøbing, Denmark.	Rudkjøbing	Hull	Barley	—	S.E.—	Gourdon, Kincardineshire.
27 Dec.	"Battistina C.," 6 years.	Genoa	-	Three-masted Brigantine, W.	401	12	E. Casta	G. Battista, Genoa	Philadelphia	Berwick	Grain	—	S.S.W. 10	Shingles Bank, off Needles, I. of W.
27 Dec.	"Countess of Zeeland," 31 years.	Wells	-	Snow, W.	184	7	— Baine	C. Painton, Cley, Norfolk.	Seaham	Unknown	Coal	—	S.E. 8	Beach, St. Yarmouth.
27 Dec.	"Junata," 18 years.	France	-	Barque, W.	306	11	J. V. Lantrani	— Apesteguy, Bayonne, France.	Antwerp	Hartlepool	Ballast	—	S. 10	2 miles S. of Robin Hood's Bay, near Scarborough, Yorkshire.
28 Dec.	"Giuseppe Maggio," 9 years.	Italy	-	Barque, W.	585	13	V. Mascazzini	G. Cicerià, Reggio, Italy.	Shields	Genoa	Coal	—	S.W. 4	Port Gavonne, about 8 miles Eastward of Padstow, co. Cornwall.
28 Dec.	"Halia," 7 years.	Sunderland	-	Barque, W.	378	12	W. Sly	E. Humble, Sunderland.	Sunderland	Java	Coal	—	S.W.	Horn Reef, Denmark.
28 Dec.	"Wolfville," 9 years.	Liverpool, N.S.	-	Brig. W.	244	9	H. C. Kyldsen	J. Enow, Liverpool, N.S.	New York	Bilbao	Petroleum	—	S.W. 4	Bilbao Bar, Spain.
29 Dec.	"Dacia," 10 years.	Glasgow	-	S.S., I.	1,330	95	A. Irvine	B. I. S. N. Co., Limited, Glasgow.	Calcutta	Bimlipatam	General, 12 passengers.	—	N.E. —	Santinlay Reef, Coromandel Coast, India.
29 Dec.	"Disco," 4 years.	Halifax, N.S.	-	Barque, W.	733	15	W. D. McDougall	J. Northup & Sons, Halifax, N.S.	Charleston	Havre	Cotton and phosphate rock, 1 passenger.	—	N.E. 8	Pumpkin Hill Shoal, entrance to Pumpkin Hill Channel of Charleston Bar, U.S.A.
30 Dec.	"Ann Amelia," 8 months.	Souris, P.E.I.	-	Schooner, W.	95	6	Peter McDonald	S. Chevirie, Souris, P.E.I.	Souris	Boston, U.S.A.	Potatoes	—	S.E. 9	Laurentetown Beech, near Haliass, N.S.
30 Dec.	"Coronella," 11 years.	Digby, N.S.	-	Schooner, W.	36	3	S. Gaudet	L. Doucett & Co., Digby, N.S.	Digby, N.S.	Weymouth, N.S.	General	—	S.E.—	Church Point, Clare, N.S.
About 30 Dec.	"Alexander," 39 years.	Germany	-	Barque, W.	343	11	B. Pantou	A. Gibsons, Dantzic.	Grimsby	Dantzic	Coal	11	—	Covesca, Lighthouse, near Lossiemouth, Elginshire.
31 Dec.	"Feliz," 18 years.	Spain	-	Barque, W.	406	4	J. R. de Urrutia	Olano, Larinaga, & Co., Liverpool.	Galveston, Texas.	Liverpool	Cotton	—	Var. 7	2 miles from Adrigal Sand, 8 miles E. of Castletown, Berhaven, Bantry Bay, co. Cork.
31 Dec.	"Florence and Minnie," 6 years.	Faversham	-	Brigantine, W.	186	9	D. Foster	G. J. Drury, Canterbury, Eng.	Greenock	Larache	Ballast	—	S.W. 4	Larache Bar, N. side of the River, Morocco.
31 Dec.	"Luiza," 23 years.	Gibraltar	-	Mistico, W.	19	6	M. A. Figueredo	A. A. Haurat, Gibraltar.	Gibraltar	Larache	Ballast	—	E.S.E.—	Montijo Point, 3 miles W. of Santucar, Spain.
— Dec.	"Alida," 23 years.	Holland	-	Galioot, W.	164	8	J. S. Meyer	-	Caux	Gothenburg	Ballast	Suppl. 8	E.S.E. 12	St. Coomb's Point, near Fraserburgh, Aberdeenshire.
— Dec.	"Marie Julie," 23 years.	Germany	-	Brig. W.	255	9	A. Behrend	H. E. Behrend, Memel.	W. Hartlepool	Memel	Coal	9	—	Drifted ashore at Swinby, near Lybster, Caithness-shire.
—	"Bethlah," 4 years.	Quebec	-	Barque, W.	740	Say 22	— Ingram	J. G. Ross, Quebec	Enderbury Isles, S. Pacific.	Europe, Port unknown.	Unknown	—	—	Tahiti, Society Isles.
1877. 1 Jan.	"David G. Fleming," 24 years.	Liverpool	-	Ship, W.	1,467	20	D. Eason	W. Wright Liverpool pool.	Liverpool	Mobile	Salt, 4 stow-aways.	—	N.W. 5	Colorado Reef, Cuba.
1 Jan.	"Perseverance," 10 years.	Berwick	-	Fishing Lugger, W.	3	(No one on board).	J. Northwick	John Northwick, Berwick.	Lying around at Green's Harbour, Berwick.	-	-	—	N.E. 7	Green's Harbour, Berwick-on-Tweed.
1 Jan.	"Rising Sons," 4 years.	Berwick	-	Fishing Lugger, W.	4	4	A. B. Green	Living around in Green's Harbour, Berwick.	Living around in Green's Harbour, Berwick.	-	-	—	N.E. 7	Green's Harbour, Berwick-on-Tweed.

VESSELS TOTALLY LOST AND LIVES LOST.

1 Jan.	"Sinal"	13 years.	Austria	-	-	Brig, W.	339	11	M. Bassach	M. Calich, Fiume, Austria.	Troon	-	Damerara	-	Coal	-	-	-	8	Inver, E. side of Broadhaven, co. Mayo, Ireland.
2 Jan.	"Eliza"	61 years.	Arbroath	-	-	Schooner, W.	68	4	D. Brand	W. Thomson, Montrose.	Granton	-	Arbroath	-	Coal	-	-	-	Calm	Oxcar Rocks, near Elie, Firth of Forth.
3 Jan.	"Ann Brass"	16 years.	Sunderland	-	LL. A 1, 12/76	Schooner, W.	92	4	C. W. Prece	W. Brannod, Sunderland.	Fraserburgh	-	Sunderland	-	Ballast	-	-	-	-	Cairnbulg Briggs, near Fraserburgh, Aberdeenshire.
3 Jan.	"Arctic"	26 years.	Belfast	-	-	Schooner, W.	59	4	J. McClement	W. Walker, Maryport.	Birkenhead	-	Portaferry, co. Down.	-	General	-	-	-	E.S.E. 10	Ben Derrick Bay, near the entrance to Straugford Lough, co. Down.
3 Jan.	"Isa"	11 years.	Dublin	-	-	Brigantine, W.	177	Suppd. 7	- Stewart	W. W. Robinson, Dublin.	Whithaven	-	Dublin	-	Coal	-	-	-	E. -	Port Island, Langness, Isle of Man.
3 Jan.	"Lady Duferin"	5 years.	Quebec	-	-	Schooner, W.	95	6	Unknown	H. H. Sewall, Quebec.	Quebec	-	Trading voyage.	-	General, 1 passenger.	-	-	-	N.W. 12	St. George's Bay, Newfoundland.
3 Jan.	"Racer"	10 years.	Banff	-	LL. cont. 574, 5 A 1, 4/74.	Schooner, W.	149	7	B. Conll	A. Coull, Lossiemouth.	Lying at anchor in Saffi Roads.	-	-	-	Maize	-	-	-	W.N.W. 10	On the Beach at Saffi, Morocco.
3 Jan.	"St. John"	29 years.	Dublin	-	-	Fishing Smack, W.	27	(No one on board).	J. McNatty, Skerries	Moored alongside Skerries Pier, whence she broke adrift.)	Maryport	-	Dublin	-	Coal	-	-	-	E.S.E. 8	1 mile N. of Skerries, co. Dublin.
3 Jan.	"Walker Scott"	12 years.	St. John, N.B.	-	-	Schooner, W.	130	5	J. Curwen, Maryport	J. Curwen, Maryport	Maryport	-	Dublin	-	Coal	-	-	-	-	2 miles S. of Clogher Head, co. Down.
3 Jan.	"Walsford"	-	Maryport	-	-	Brigantine, W.	106	4	J. Vaughan	J. Graham, Maryport.	Maryport	-	Dublin	-	Coal	-	-	-	E.S.E. 9	Lowther Ledge, 2 miles N. of Balbriggan, co. Dublin.
4 Jan.	"Naomi"	29 years.	Liverpool	-	-	Barque, W.	368	11	G. Mitchell	T. Metcalfe, S. Shields.	S. Shields	-	Brest	-	Coal	-	-	-	S.E. 6	Winterton Ridge, off the Norfolk Coast.
4 Jan.	"Terfius"	5 years.	Sweden	-	Ver. 33 A. 1. 1, for 8 years, from 7/71, 12/76.	Schooner, W.	185	5	F. Adolf	T. U. Petersen, Gothenberg, Sweden.	Greenock	-	Lisbon	-	Coal	-	-	-	S.E. -	Ballyferris Point, co. Down.
5 Jan.	"Golden Age"	25 years.	Newcastle	-	-	Ship, W.	1,150	25	F. C. Quicke	T. Henderson, S. Shields.	Rangoon	-	Bremen	-	Rice	-	-	-	-	Terschelling, Holland.
6 Jan.	"Aray"	20 years.	Greenock	-	-	Smack, W.	86	3	J. Cameron	J. Waugh, senior, Rothsay.	Rothsay, Firth of Clyde.	-	Ardrissan	-	Ballast	-	-	-	E.N.E. 8	E. side of Little Cumbrac, Firth of Clyde.
6 Jan.	"Ida"	14 years.	Glasgow	-	-	Barque, W.	580	14	W. Mathews	R. Denniston & Co., Glasgow.	Harve-	-	Pensacola	-	Ballast	-	-	-	S.S.W. 9	Near the New Pier, Brighton Beach, Sussex.
6 Jan.	"Willie"	5 years.	St. Andrews, N.B.	-	-	Schooner, W.	56	3	W. Carson, St. Andrews, N.B.	St. Andrews	St. Andrews	-	Boston	-	Potatoes	-	-	-	W.S.W. 6	Pulpit Rock, North Haven, Maine, U.S.A.
7 Jan.	"Moonlight"	5 years.	Greenock	-	-	S.S., I.	27	3	R. Dunn, Gourock	Gourock	Glasgow	-	Ardrishaig	-	Coal	-	-	-	S. 9	Ardaunort Bay, Loch Fyne, Argyshire.
8 Jan.	"Agios Demetrios"	5 years.	Greece	-	-	Brig, W.	310	11	N. G. Cambouris, Cases, Greece	Cases, Greece	Constantinople	-	Falmouth	-	Barley	-	-	-	S. 6.	Mizen Rocks, near Selsey Bill, Sussex.
8 Jan.	"John of Gaunt"	21 years.	Liverpool	-	Li. cont. 68, 9 A 1, 8/76.	Ship, W.	859	20	J. Please	T. Bell, Liverpool	Liverpool	-	Manila	-	Coal	-	-	-	N. 9	Between Bacau and Batac Islands, N.W. of Samar, Philippines.
9 Jan.	"Agenoria"	39 years.	Whitby	-	-	Schooner, W.	24	3	W. Peat	W. Featherstone, Whitby.	Hartlepool	-	Whitby	-	Coal	-	-	-	S.E. 3	Whitby Sands, Yorkshire.
10 Jan.	"Foxhound"	41 years.	Gt. Yarmouth	-	-	Schooner, W.	228	8	C. Ford	W. E. Denton, Wivenhoe, Essex.	Newcastle	-	Chatham	-	Coal	-	-	-	E.S.E. 4	Hasborough Sands, off Norfolk.
10 Jan.	"Jessie"	14 years.	Preston	-	-	Brigantine, W.	137	5	R. Croft	J. Carter, Fleetwood, Lancashire.	Fleetwood	-	Belfast	-	Coal	-	-	-	-	Manghold about 5 miles from Ramsey, Isle of Man.
10 Jan.	"Juan F. Pierson"	13 years.	London	-	-	Barque, W.	507	14	B. A. Reed	Oulton Bros., St. John, N.B.	New York	-	Amsterdam	-	Decks, 1 passenger.	-	-	-	S.W. -	Big Mud Island, Tusquets, N.S.
10 Jan.	"Pioneer"	3 years.	Sydney, N.S.W.	-	-	Ketch	73	5	A. Mackenzie, McLeay River, N.S.W.	McLeay River, N.S.W.	Sydney, N.S.W.	-	Tweed River	-	General	-	-	-	S.E. -	Tweed River, N.S.W.
11 Jan.	"Caroline"	51 years.	France	-	-	Barque, W.	341	10	D. Dulong	J. B. Miège, Paris	Shields	-	Marseilles	-	Coal	-	-	-	E.N.E. 11	Shipwash Sand, off the Coast of Essex.
11 Jan.	"Congo"	16 years.	Sweden	-	-	Barque, W.	247	9	A. Olson	Schall, Helmsford, Sweden.	Newcastle	-	Lisbon	-	Coal	-	-	-	E. 7	About 1 mile from No. 2 Battery, Dungeness, Kent.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, Tonnage or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 11 Jan.	"Glance" 20 years.	Auckland, N.Z.	-	Cutter, W.	13	2	I. Allan, Auckland, N.Z.		Tauranga, N.Z.	Tairua	Beer and butter.	-	-	Shoe Island, of Tairua, N.Z.
11 Jan.	"Providencia" 15 years.	Norway	-	Barque, W.	368	11	J. Rafen	F. Rafen, Christiania.	Nieu Dieppe	New York	Ballast	-	E.S.E. 11	W. side of the Long Sand, off the Essex Coast, mouth of Thames.
11 Jan.	"Speculator" 13 years.	Yarmouth, N.S.	-	Ship, W.	747	14	S. Pitman	Killam Bros., Yarmouth, N.S.	Philadelphia	New Orleans	Ballast	-	E. 5	Dog Rock, Salt Key, Florida Gulf, Bahamas.
11 Jan.	"Sisters" 8 years.	Sunderland	L.L. 10 A 1, 11/75	Barque, W.	354	11	W. Thompson	Mrs. M. Thompson, Sunderland.	Baltimore	Drogheda	Indian corn	-	E.S.E. 7	About 1½ miles S.E. of Drogheda Bar, co. Louth.
13 Jan.	"Banhee" 17 years.	Douglas, Isle of Man.	-	Smack, W.	55	4	T. Hilton	J. D. Rogers, Douglas, I. of M.	Ramsey, I. of M.	Fleetwood	Ballast	-	S.S.E. 6	N. Cheek of Groudale Rock, a little N. of Douglas, Isle of Man.
13 Jan.	"Lady Gertrude" 5 years.	Glasgow	-	S.S., I.	75	11	D. Bell	Gillies and Campbell, Wemyss Bay.	Wemyss Bay, Fifehire.	Rothsay, Fifehire	Ballast, 50 passgrs.	-	S.E. —	Toward Point, Argyllshire, Firth of Clyde.
13 Jan.	"Oscola" 12 years.	Ardrossan	-	Brigantine, W.	192	7	S. Montgomery, Ardrossan		Ardrossan	Dublin	Coal	-	S.W. 6	Blockhouse Island, entrance to Carlingford Lough, co. Louth.
13 Jan.	"Samuel Merritt" 44 years.	Sydney, N.S.W.	-	Barque, W.	259	9	C. Charlesworth	M. E. Murrin, Sydney, N.S.W.	Sydney, N.S.W.	Richmond River.	Ballast	-	S.S.E. —	North Spit, Richmond River, N.S.W.
14 Jan.	"Adler" 2 years.	Germany	-	Barque, W.	471	14	F. W. C. Toegel	G. W. Woelper, Elsdorf, Ger.	Queenstown	Greenock	Sugar	-	S. by E. 6	Kearney Point, near Tara, co. Down.
14 Jan.	"Cambria" 4 years.	St. John, N.B.	-	Schooner, W.	109	5	J. E. Simpson	H. Finigan, St. John, N.B.	Georgetown, P.E.I.	Boston, U.S.A.	Potatoes	-	W. 10	Pond Cove, Briar's Island, Nova Scotia.
14 Jan.	"Onward" 17 years.	Swansea	-	Schooner, W.	99	5	D. Griffiths	H. Hoskin and Son, Swansea.	Swansea	Tralee	Coal	-	S.W. 7	E. side of entrance to Barrow Harbour, co. Kerry.
About 14 Jan.	"George Green" 28 years.	U.S.A.	-	Ship, W.	990	24	— Wilcox	F. R. Green, New York.	Enderberry Island.	Queenstown, for orders.	Guano	-	—	Supposed on Devonshire Coast, near Plymouth.
15 Jan.	"Fookien" 8 months.	Hong Kong	-	S.S., W.	106	15	J. Evans	Burr & Co., Singapore.	Hong Kong	Batavia	General, 13 passengers.	-	N.E. —	Karang Hadjee, near Muntok, Banca.
17 Jan.	"Lucy Compton" 2 years.	Newcastle	L.L. 100 A 1, 11/76	Brigantine	329	11	— Duncan	W. B. Tully, Newcastle.	Newcastle	Oporto	Coal	-	S.W. 6	On the sandbank at entrance of the Bar of Oporto, Portugal.
17 Jan.	"Perit" 13 years.	Halifax, N.S.	-	S.S., W.	471	16	S. G. Chadsey	D. Doherty, Brooklyn, New York.	Halifax, N.S.	New York	Fish, potatoes, and molasses, 2 passgrs.	-	N.N.E. 4	Near Chatham Light, Cape Cod, Mass., U.S.A.
17 Jan.	"Rambler" 6 years.	Melbourne	-	Schooner, W.	24	3	T. B. Richardson	Guthrie & Co., Kingston, S.A.	Port Adelaide	Wool Bay, S. Coast of Victoria, Australia.	Ballast	-	S.W. 6	2 miles W. of Wool Bay, Yorkes Peninsula, St. Vincent's Gulf, S.A.
18 Jan.	"Kingdom of Italy" 9 years.	London	L.L. 11 A 1, 6/76	Barque, W.	444	13	W. J. Escott	Gesman & Co., London.	London	Poorce	Ballast	-	E.N.E. 4	Corelong, 16 miles S. of Madras.
18 Jan.	"Nanta" 11 years.	Austria	-	Barque, W.	461	13 and Pilot.	M. D. Yvancich	D. Yvancich & Co., Lussino, Austria.	Glasgow	Lussino	Coal and iron.	-	S. 6	Long Bank, and then beached ¼ mile S. of Cahore Point, co. Wexford.
19 Jan.	"Annie Grey" 11 years.	Glasgow	L.L. cont. 473, 5 A 1, 12/75	Ship, W.	727	22	R. More	W. Connell, Glasgow.	Shanghai	Chefoo	Rice and cotton, 3 passgrs.	-	N.W. about 4	Entrance to Chefoo Harbour, China.
21 Jan.	"George Washington," 15 years.	U.S.A.	-	Schooner, W.	989	23	J. Whitehead	Charles & Co., New York.	New York	St. John's, Newfld.	General, 8 passengers.	-	S.W. 9	Supposed to have been lost at French Mistaken Point, S. Coast of Newfoundland.
22 Jan.	"Mountain Hare" 13 years.	Wexford	-	Dandy, W.	18	6	E. Murphy	Margt. Devereux, Wexford.	Wexford, for fishing		Ballast	-	S.S.W. 5	S. Bar, Wexford.

VESSELS TOTALLY LOST AND LIVES LOST.

Date	Vessel Name & Age	Type	U.S.A.	Tonnage	Captain	Company	Origin	Destination	Remarks
23 Jan.	"Eliza Jane," 20 years.	Schooner, W.	-	118	J. Griffin	Unknown	Gloucester, U.S.A.	Liverpool	On Jla Rock, off the mouth of Shelburne Harbour, N.S.
23 Jan.	"Aurora," 58 years.	Brig, W.	Ardrossan	145	H. Wyllie	A. E. Finnie & Son, Kilmarnock, Ayrshire.	Belfast	Tron	600 yards N. of Ballintrae Quay, Ayrshire.
24 Jan.	"Tiber," 30 years.	Brig, W.	Hartlepool	208	T. H. Newbegin	P. Watt, Hartlepool.	Hartlepool	London	Whiting Sand, near Orfordness, co. Suffolk.
25 Jan.	"Bloomer," 29 years.	Schooner, W.	Maryport	101	J. Duff	J. T. Thwaite, Maryport.	Restrevor, co. Down.	Maryport	Abreast of Dubmill, Solway Firth.
25 Jan.	"Countess of Seafield," 43 years.	Brig, W.	Inverness	126	W. Sutherland	P. Bellie, Inverness.	Inverness	Sunderland	About ½ mile S. of the mouth of the River Don, Aberdeen-shire.
25 Jan.	"John Wilson," 31 years.	Brig, W.	Dumfries	183	A. Fox	Dumfries	Dublin	Maryport	Abreast of Meal House Farm, near Alloway, Solway Firth.
25 Jan.	"Sarah," 46 years.	Frig, W.	Liverpool	58	W. Pimblett	J. Thompson & Co., Liverpool.	Heswall (River Dee.)	Liverpool	Horse Bank, about ¼ miles W. by S. of Southport Pier, Liverpool Bay.
25 Jan.	"Veranda," 21 years.	Schooner, W.	Norway	132	L. Solum	Drammen	Grangemouth and Lerwick.	Christiania	Green Head, N. Entrance to Bressay Sound, Shetlands.
27 Jan.	"Gem," 27 years.	Cutter, W.	Lerwick	24	J. D. Robertson	Lerwick	Anchored in Vaila Sound	Ballast	Limekiln Point, Vaila Sound, Shetlands.
28 Jan.	"Adelaide H. Moir," 1 year.	Schooner, W.	Banff	92	P. Fairweather	P. Sutherland, Portsoy.	Larache, Morocco.	Falmouth	Channel at entrance to Harbour of Larache, Morocco.
28 Jan.	"La Belle," 11 years.	Brig, W.	Shoreham	237	J. Ball	G. Burdett, Southwick, Sussex.	Shields	Poole	Scroby Sand, near Gt. Yarmouth.
29 Jan.	"General Grant," 18 years.	Schooner, W.	U.S.A.	86	J. Bowie	Gloucester, U.S.A.	Gloucester, U.S.A.	Long Har- bour, Fort-tune Bay, Newport, Mon.	Gull Island, Entrance of Long Harbour, Fortune Bay, Newfoundland.
29 Jan.	"Ranger," 56 years.	Sloop, W.	Bridgewater	31	J. Gould	G. S. Stone, Lymington, near West-ton-super-mare, co. Somerset.	Dunball, Port-water.	Ballast	Near the pier at Burnham, Somersetshire, Bristol Chan-nel.
30 Jan.	"Amie," 33 years.	Schooner, W.	Padstow	82	J. Roundisfell	J. Courtenay, Pad-stow.	Holyhead	Bristol	E. St. Tudwal's Island, St. Tudwal's Roads, Cardigan Bay.
30 Jan.	"Carlsbrook," 15 years.	Barque, W.	Carnarvon	423	R. Oughton	R. D. Richards, Barnmouth, Merionethshire.	Genoa	Hamburgh	Schernominnog, in sight of the Lights, Holland.
30 Jan.	"Carolina," 31 years.	Brig, W.	Malta	75	S. Mousou	Malta	Leghorn	Tripoli	Port of Tripoli.
30 Jan.	"Constantia," 13 years.	Barque, W.	Sunderland	464	C. F. Weick	W. Anderson, Sunderland.	Sunderland	Anger, Java	S. Scroby Sand, near Gt. Yar-mouth.
30 Jan.	"Delta," 30 years.	Barque, W.	S. Shields	903	R. Wood	W. Gay, S. Shields	Cartagena	N. Shields	Tripoli Roads, Tripoli.
30 Jan.	"Four Brothers," 31 years.	Ketch, W.	Southampton	26	W. H. Cole	T. J. Pharoah, Southsea.	Southampton	Portsmouth	About 100 yards S. of South-sea Pier, Spithcad, Haris,
30 Jan.	"Royal George," 24 years.	Barque, W.	N. Shields	409	J. Trayner	H. E. P. Adamson, N. Shields.	Rio Mariana, Sicily.	S. Shields	1 mile S.E. of Tripoli.
— Jan.	"George Cromwell," 15 years.	S.S. W.	U.S.A.	979	E. B. Baern	Clarke & Co., New York.	New York	St. John's, Newfld.	Supposed to be in the neigh-bourhood of Placentia Bay, Newfoundland.
1 Feb.	"Amy," 15 years.	Barque, W.	Dundee	299	J. Parkman	W. O. Taylor & Co., Dundee.	Pernambuco	Greenock	S. Rock, inside Bell Buoy, near Belfast.
1 Feb.	"Roselle," 10 years.	Cutter, W.	London	28	H. Ross	Cottam, Morton, & Co., London.	Port Morant, Jamaica.	Holland Bay	Weather Channel, Holland Bay, Jamaica.
2 Feb.	"Barbara Young," 18 years.	Ketch, W.	Perth	33	D. D. Raitt	A. Hunter, Glas-gow.	Dundee	Perth	Holy Island Harbour, co. Northumberland.
2 Feb.	"Mabel Lent," 3 years.	Schooner, W.	Digby, N.S.	188	J. Wyman	W. Marshall, Bear River, N.S.	St. Thomas	Blanco	Entrance to Harbour of Point Plata, Puerto Rico.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether of Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 2 Feb.	"St. Patrick" New.	Galway	-	Hooker, W.	15	4	T. McDonough.	Galway	Costello Bay	Galway	Oats	-	W. by N. 9	Spiddle, N. side of Galway Bay, Ireland.
2 Feb.	"Singapore" 27 years.	London	-	S.S., I.	946	100	J. H. Peake.	McFagart, Tid- man & Co., Lon- don.	Hong Kong	Sydney, N.S.W.	General, 40 passengers.	-	S.E. --	On rock 3 mile W. of Western Isle, Cumberland Group, Queensland.
3 Feb.	"Bierstadt" 2 years.	Boston, U.S.A.	-	Barque, W.	548	12	- Henning	W. Harrison, Maine, U.S.A.	London	East London, Cape Colony.	Ballast	-	W.S.W. 9	3½ miles east of Buffalo River, Cape Colony.
4 Feb.	"Danzig" 13 years.	Leith	-	S.S., I.	518	21	J. Gole	J. Currie & Co., Leith.	Leith	Copenhagen	General, 3 passengers.	-	W. --	Hallands Wader, Sweden.
4 Feb.	"Emilia" 9 years.	London	-	Schooner, W.	105	6	O. A. Andrews	R. E. Love, Lon- don.	Cape Town	Dyers Island	Guano	-	N.N.W. 10	N.E. side of Dyers Island, Cape Colony.
5 Feb.	"Ararat" 30 years.	Rangoon	-	Barque, W.	266	20	M. A. Rohoman	Kadirran, Rangoon	Nancowry	Madras	Timber and paddy.	-	S.S.E. 4	2 miles north of Madras An- chorage, E. Coast of India.
6 Feb.	"Ethel" 5 years.	Newcastle	-	S.S., I.	506	20	- Reeves	H. Clapham, New- castle.	Bilbao	Newport, Mon.	Iron ore	-	W.S.W. 5	Outer Shutter Rock, S.W. side of Lundy Island, Bristol Channel.
11 Feb.	"Blue Bell" 1 year.	Brisbane	-	S.S., C.	73	8	S. Clarke	J. Campbell & Co., Brisbane.	Brisbane	Rockhampton	Coal, 3 pas- sengers.	-	S.E. 3	South Koppel Rock, Koppel Bay, Queensland.
11 Feb.	"Lefty Gales" 2 years.	Littlehampton	-	Barque, W.	472	14	G. Hedgecock	J. Harvey, Clym- ping, Sussex.	Amoy	London	General	-	N.E. 5	N.E. side Pratas Shoal, China Sea.
13 Feb.	"Queen" 36 years.	Gloucester	-	Trow, W.	30	3	S. Aldridge	D. Hipwood, Glou- cester.	Cardiff	Highbridge, Somersetshire	Small coal	-	W. 10	Brean Down, Somersetshire, Bristol Channel, after being completely disabled by gale and abandoned by crew.
14 Feb.	"Anna" 10 years.	Shelburne, N.S.	-	Brigantine, W.	91	8	C. Lessef	S. Locke, junior, Ragged Island, N.S.	St. Martin's, N.S.	Yarmouth, N.S.	Salt	-	N.E. 5	South point of Long Cay, East Caicos, Turks' Island.
14 Feb.	"Haleon" 11 years.	Dunedin, N.Z.	-	S.S., W.	24	5	J. Duchress	C. Abbott, Dunedin, N.Z.	Riverton	Orepuki	Sundries, 6 passengers.	-	N.N.W. 6	Orepuki Bay, N.Z.
14 Feb.	"Theis" 3 years.	Fowey	-	Schooner, W.	173	8	W. N. Beale	T. Pearce, St. Blazey, Corn- wall.	Bristol	Palermo	Ballast	-	W.N.W.	Acquabella, about 5 miles N. of Cape Pecora, Italy.
16 Feb.	"Naworth Castle" 9 years.	Sunderland	-	Barque, W.	354	11	H. P. Weppener	G. Watson, Sun- derland.	Swatow	Falmouth	Sugar	-	N.E. 6	Bombay Shoal, Paracels Group, China Sea.
17 Feb.	"Aboyne" 13 years.	London	-	Barque, W.	445	14	G. H. Swan	W. Moodie, Lon- don.	In Harbour at Lacedpe Islands.	Lacedpe Islands.	Guano, 3 passengers.	Suppl. (9 crew, 1 pass.)	N. to N.E.	Lacedpe Islands, N. Coast of W. Australia.
17 Feb.	"Gingalee" 5 years.	Dundee	-	Barque, W.	339	11	D. Antow	C. Duncan, Dum- dee.	In Harbour at Lacedpe Islands.	Lacedpe Islands.	Ballast, 1 passenger.	-	N. to N.E.	Lacedpe Islands, N. Coast of W. Australia.
17 Feb.	"Helen Malcolm" 11 years.	Melbourne	-	Barque, W.	311	9	T. Kirby	J. Smith, Mel- bourne.	In Harbour at Lacedpe Islands.	Lacedpe Islands.	Ballast	-	N. to N.E.	Lacedpe Islands, N. Coast of W. Australia.
17 Feb.	"Imperatrice" 11 years.	Guernsey	-	Sloop, W.	29	3	J. Roberts	G. Stone, Guernsey	Portsmouth	Lynn	Ballast	-	N.W. 9	Studland Ledge, near Old Harry Point, Solent.
17 Feb.	"Isabellas" 17 years.	Newcastle, N.S.W.	-	Brig, W.	268	8	J. S. Friend	T. Brooks, New- castle, N.S.W.	In Harbour at Lacedpe Islands.	Lacedpe Islands.	Ballast	-	N. to N.E.	Lacedpe Islands, N. Coast of W. Australia.
17 Feb.	"Mary Smith" 8 years.	Hartlepool	-	Brigantine, W.	162	8	R. Cook	J. Tweedell, Har- tlepool.	In Harbour at Lacedpe Islands.	Lacedpe Islands.	Ballast	-	N. to N.E.	Lacedpe Islands, N. Coast of W. Australia.
18 Feb.	"Albert Victor" 13 years.	Melbourne	-	Barque, W.	354	10	A. McWilliams	J. Hughes, Mel- bourne.	In Harbour at Lacedpe Islands.	Lacedpe Islands.	Ballast	-	N. to N.E.	Lacedpe Islands, N. Coast of W. Australia.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool, London, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 21 Feb.	"Eliza McLaughlan" 16 years.	Yarmouth, N.S.	-	Barque, W.	710	12	J. C. Phillips	A. C. Robbins, Yarmouth, N.S.	Lynn -	Delaware Cape.	Ballast	-	N.W. by W. 10	On the E. point of the Binnenpaardenmarkt, mouth of the River Scheldt, Netherlands.
21 Feb.	"Forest King" 11 years.	Newport, Mon.	LI. 13 A 1, 873	Brigantine, W.	146	7	A. Johnson	W. Brooks, Newport, Mon.	Newport	Bilbao	Coal	7	N. 11	Acuña, Rocks, off Serado, near Sautona, Spain.
21 Feb.	"Louisa" 30 years.	Sunderland	-	Brig, W.	192	6	J. Smith	J. McKeeth, Sunderland.	Sunderland	Trouville	Coal	-	N.N.W. 7	On the beach to the E. of the Port, Dieppe Harbour, France.
22 Feb.	"Ann Chaddock" 1 year.	Liverpool	LI. 12 A 1, 875	Three-masted Schooner, W.	442	11	E. T. Chaddock	E. Chaddock, Liverpool.	Valparaiso	Valmouth, for orders.	Wheat	-	S.W. 2	Quibola Beach, off entrance to the River Maule, Coast of Chile.
22 Feb.	"Superb" 17 years.	Sunderland	LI. A 1, Red, S.S. 3, years, 876.	Barque, W.	305	9	A. Calder	J. Morgan, Sunderland.	Sunderland	Lisbon	Coal	-	N. 6	Colleville sur Mer, near Port en Bessin, France.
25 Feb.	"Brothers" 7 years.	S. Shields	-	Steam Tug, W.	26	4	J. Whale	F. Day, S. Shields	Tyne, to take in tow a barge near Cullercoats.	-	Ballast	-	N.W. 5	1 mile N. of Cullercoats, co. Northumberland.
26 Feb.	"Ebenezer" 34 years.	N. Shields	-	Lighter, W.	40	2	M. Hussey	C. Fully, Tyne-mouth.	Tyne	Cullercoats	Iron	-	N.E. 6	1 mile N. of Cullercoats, co. Northumberland.
27 Feb.	"Laurel" 13 years.	Glasgow	-	S.S., I.	147	12	S. Baker	J. Duthie, Glasgow	Glasgow	Montrose	Coal	-	N.W. -	Near Longman Beacon, Inverness Firth.
2 Mar.	"Arima" 50 years.	Weymouth	-	Schooner, W.	122	6	H. Parsons	C. Fisher, Weymouth.	London	Hartlepool	Ballast	-	S.S.W. 5	Shipwash Sand, off Harwich, Essex.
6 Mar.	"Georgina" 20 years.	Glasgow	-	Smack, W.	39	3	M. Pettigrew	J. McFall, Glenarm, co. Antrim.	Glenarm	Dumbarton	Whiting	-	N.N.E. 6	250 yards S. of Glenarm Harbour, at end of Whiting Mill Jetty, co. Antrim.
7 Mar.	"Broomside" 4 years.	Sunderland	Liverpool 18 yrs., Red, 476.	S.S., I.	455	16	W. C. Kedgley	H. F. Morton, Bidack Hall, co. Durham.	London	Sunderland	Pit props	-	N. by W. 8	Outside the south pier head, Sunderland.
7 Mar.	"Eclipse" 25 years.	Guernsey	-	Schooner, W.	53	5	J. Allen, Jersey	-	Jersey	Coruna	Ballast	-	N. 5	6 miles N. of Cape Prior, Spain.
7 Mar.	"James" 31 years.	Greenock	-	S.S., I.	32	4	D. McMillan	J. & J. Hay, Glasgow.	Gouidon	Campbeltown.	Barley	-	N. 9	1 mile W. of Dumbart, Haddingtonshire.
7 Mar.	"Maria" 63 years.	Barnstaple	-	Smack, W.	37	2	W. Lewis	W. Guard, Apple-dore, Devon-shire.	Newport, Mon.	Boscawle	Coal	1 (Master.)	N.N.E. 8	Bude Breakwater, co. Cornwall.
7 Mar.	"Mang" 36 years.	Liverpool	-	Galliot, W.	53	3	L. Martindale, Workington	-	Workington	-	Coal	-	N. by E. 9	Entrance to R. Boyne, Ireland.
7 Mar.	"Peony" 25 years.	Newcastle, N.S.W.	-	Barque, W.	386	10	T. C. Kirby	J. C. Ellis, New South Wales.	Newcastle, N.S.W.	Cheloo	Coal, 1 passenger.	5 (crew.)	S.S.E. 5	5 miles S. of Richmond River, Queensland.
7 Mar.	"Serpent" 16 years.	Shanghai	-	Barque, W.	259	13	- Able	M. C. Adams, Nagasaki.	Tientsin	Nagasaki	Ice	-	-	W. end of Shaleiton Bank, 40 miles from Taku, Formosa Island.
8 Mar.	"Cheviot" 12 years.	St. John, N.B.	-	Brigantine, W.	214	7	D. Leary	G. F. Smith, St. John, N.B.	St. John, N.B.	Matanzas, Cuba.	Lumber	-	-	South Bimini Island, Bahamas.
9 Mar.	"Menam" 1 year.	London	-	S.S., I.	96	16	J. B. Kennedy	Borneo Steam Co., Limited, London.	Port Glasgow	Bankok	Unknown	-	-	Reef off Sait Motawar, Fritson Group, 33 N., Long. 102 E., 20 S.
9 Mar.	"Bethany" 8 years.	Sydney, N.S.W.	LI. A 1, 575	Barque, W.	339	11	W. J. Beedell	J. G. Punch, Sydney, N.S.W.	Hong Kong	New York	General	-	S. to S.E. 10	Harvard Island, 4 miles N. of Cape May, Coast of New Jersey, U.S.A.
9 Mar.	"W. F. Marshall" 1 year.	St. John, N.B.	-	Barque, W.	940	14	J. H. Wright	W. F. Marshall, Bear River, N.B.	Haarlem Roads.	St. John, N.B.	Ballast, 2 passengers.	-	S.W. 10	Nantucket Shoals, U.S.A.
10 Mar.	"Agnes" 1 year.	Sydney, N.S.W.	-	Brigantine, W.	104	5	J. Spring	J. C. Lloyd, Sydney.	Sydney	Wollongong	Ballast.	-	-	Near Wollongong, N.S.W.

VESSELS TOTALLY LOST AND LIVES LOST.

11 Mar.	"Sarah" - 7 years.	Yarmouth, N.S.	Ver. 3/3, A. 1. 1., for 8 years, from 11.70, 8.77.	Barque, W.	750	14 and Pilot. #	G. D. Fraser	A. C. Robins, Yar- mouth, N.S.	New York	Siloth	-	Maize	-	S.S.W. 6	1/2 mile S. of St. John's Pier, Worthington, co. Cumber- land.
11 Mar.	"Swift" - 34 years.	Ct. Yarmouth	-	Schooner, W.	69	-	E. Haslam,	Sunderland	London	Newcastle	-	Scrap iron	-	W.S.W. 5	Filly Sail Reef 1/4 mile S.E. of Kettleness, co. York.
12 Mar.	"Thistle" - 3 years.	Grangemouth	Ll. 90 A 1, 11.74	S.S., I.	213	12	J. Burns	J. Crawford, Stir- ling.	Middlesboro'	Grangemouth	-	Pig iron	-	W. 4	Fogcroft Rock, Newton, co. Northumberland.
13 Mar.	"Diamond" - 30 years.	Brisbane	-	Schooner, W.	43	3	A. McIvor	A. Melvor, Towns- ville, Queensland.	Bundaberg	Trinity Bay	-	Timber	-	N.W. 5	4 1/2 miles S.W. from Cape Bur- ley Green Lighthouse, Queensland.
14 Mar.	"Star of Hope" - 10 years.	Newcastle	Ll. 10 A 1, 12.74	Barque, W.	341	11	W. Latham	W. M. Ward, Blyth.	Cardiff	Copenhagen	-	Coal	-	N.W. 9	Nidungen, Cattegat, Denmark.
16 Mar.	"Brigadier" - 22 years.	Newcastle	-	S.S., I.	298	19	J. W. N. Searle	Tyne Steam Ship- ping Co. Limited, Newcastle.	Copenhagen	Newcastle	-	General and cattle.	-	E.N.E. 5	Arholt, Denmark.
17 Mar.	"Annie Maria" - 6 years.	Newcastle	-	S.S., W.	39	4	T. Anderson,	Percy Main, Northum- berland.	Sunderland	Dundee	-	Cement	-	W.N.W. 5	S.W. end of Gas Sand, River Tay, Forfarshire.
17 Mar.	"City of Fochow" - 13 years.	Glasgow	Ll. *A 1, 10.76	Ship, I.	1,084	27	- Taft	G. Smith, Glas- gow.	Sydney, N.S.W.	Calcutta	-	Ballast	-	-	Flinder's Islands, S.A.
17 Mar.	"Morehampton" - 4 years.	Liverpool	Liv. 18 years, Red, 10.76.	S.S., I.	430	17	A. Wood	T. Kish, Sunder- land.	Sunderland	Rotterdam	-	Grain and hemp.	-	Calm	North-east Coast of Bornholm, about 5 cables lengths from Allinge, Denmark.
18 Mar.	"Sunny Region" - 9 years.	St. John, N.B.	Ver. 3/3, A. 1. 1., for 6 years, from 10.72, 8.76.	Barque, W.	675	12	A. F. Kenney	Troop & Son, St. John, N.E.	St. Thomas, W.I.	St. John, N.B.	-	Ballast	-	N.E. 9	Linde Spoon Island, Coast of Maine, U.S.A.
20 Mar.	"Clyde" - 13 years.	Auckland, N.Z.	-	Schooner, W.	40	5	L. Peterson	M. Bowden, Auck- land.	Lyttelton, N.Z.	Auckland	-	General	-	S.S.W. 9	Barlett's Reef, Mahia Pen- insula, Hawke's Bay, N.Z.
20 Mar.	"Jessie" - 18 years.	Perth	-	Schooner, W.	93	4	K. Murchison	J. Murchison, Applecross, Res- shire.	Liffeltery	Portsmouth	-	Potatoes	-	E.N.E. 7	Goodwin Sands, off Coast of co. Kent.
21 Mar.	"Nordmaas" - 22 years.	Norway	-	Barque, W.	352	11	H. Caspersen	C. Kahrs, Bergen	Sulina	Bergen	-	Barley	-	W.S.W. 9	Punta Mala, Gibraltar Bay.
21 Mar.	"Ocean Mail" - 8 years.	London	Ll. *A 1. 73	Ship, I.	1,089	31	J. Watson	J. Patton, junior, London.	Wellington, N.L.	London	-	Wool, pre- served meat, & tallow, & passengers.	-	S.W. 6 to 7	One of the Chatham Islands, South Pacific.
22 Mar.	"Argyle" -	Jamaica	-	Schooner, W.	32	5	W. Angus, Montego Bay,	Jamaica	Matthew Town, Bahamas.	Unknown	-	Salt	-	W. 10	Matthew Town, Inagua, Bahamas.
23 Mar.	"Helen" - 8 years.	St. John, N.B.	-	Schooner, W.	74	5	T. W. Vickery	W. Redding, Yar- mouth, N.S.	Jamaica	New York	-	Sugar and logwood.	-	N. 10	Cayo Cantiles, Cuba.
25 Mar.	"Camelia" - 19 years.	N. Shields	Ll. 9 A 1, 7.74	Barque, W.	332	11	J. Langlands	Messrs. Robinson and Son, N. Shields.	Traylentos	Falmouth	-	Country produce.	-	Calm	About 10 miles E. of Monte Video, and 5 miles off shore, Uruguay.
25 Mar.	"Eva" - 14 years.	Liverpool	-	Barque, W.	280	8	J. Laurie	Mrs. Denham, Dublin.	Dublin	Androssan	-	Ballast	-	E. 10	1 1/2 miles W. of Howth Har- bour Light, co. Dublin.
29 Mar.	"Cambridgeshire" - 11 years.	Wishbeach	-	S.S., I.	579	18	R. Dudding	T. G. Bestley, London.	Newcastle-on- Tyne.	Hamburg	-	Coal	-	- 3	About 5 miles S.W. by S. of the Outer Light-vessel of the Elbe, Germany.
- Mar.	"Montebello" - 29 years.	Malta	-	Barque, W.	323	13	G. Feneck	G. Camilleri, Smyrna	Smyrna	Malta	-	Barley, maize, and cotton seed, 2 pas- sengers.	-	-	Spartia, in d'Oro Channel, Greece.
1 Apr.	"Theresa" - 1 year.	Lyttelton, N.Z.	-	Schooner, W.	35	4	C. N. Abrahamson	H. A. Nielson, Wellington, N.Z.	Wellington	Pelorus Sound, N.Z.	-	Ballast	-	S.E. to E. 10	Rocks about 2 1/2 miles N. of Desaste Point, Clondy Bay, New Zealand.
2 Apr.	"Favourite" - 20 years.	Lerwick	-	Sloop, W.	Under 15	3	E. Duncan	J. Smith, Sand- wick, Shetlands.	Lerwick	Sandsair, Shetlands.	-	General, 2 passers.	-	S. by W. 6	Taing of Sandusair, Shetlands.
2 Apr.	"Royana" -	Alloa	-	Barque, W.	274	8	J. Scott	J. Mackenzie, Blyth.	Blyth	Dantzic	-	Coal	-	N.W. 10	16 miles S. of Holman Light, Coast of Jutland, Denmark.
3 Apr.	"Brothers" - 16 years.	Sunderland	-	Schooner, W.	57	3	B. Messenger	A. W. & J. Scott, Sunderland.	Middlesboro'	Banff	-	Coal, coke, and iron.	-	S.E. 9	Whitelink Bay, 1 mile from Cairnburg Briggs, Aber- deenshire.
Apr.	"Aaron Eaton" - 22 years.	Sunderland	Ll. AE 1, 1.77	Brig, W.	223	8	R. Smith	J. Mackenzie, Blyth.	Blyth	Ronneby	-	Coal	-	S.E. 9	Ronne Island, near Farsund, Norway.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1877-4 Apr.	"Alibi" 36 years.	Peterhead	-	Barque, W.	209	10	W. Smith	A. Robertson, Peterhead.	Peterhead	Ivigtut, Greenland.	Ballast	-	S. 8	Treswick Bay, co. Caithness.
4 Apr.	"Melladgan" 24 years.	Glasgow	-	Schooner, W.	98	5	J. B. Jewitt	Monkwearmouth	Burghhead	Sunderland	Ballast	-	S.E. 1	Scotston Head, Aberdeenshire.
4 Apr.	"R. P. Buck" 8 years.	New York	-	Barque, W.	926	16	F. A. Curtis	R. P. Buck, New York.	Batavia	English Channel, Port unknown.	Sugar, not known.	-	W. 4	15 miles W. of Cape La Gullhas, Cape Colony, Africa.
4 Apr.	"St. Patrick" 10 years.	Galway	-	Hooker, W.	12	3	P. Condry	Galway	Greatman's Bay.	Galway	Seaweed, 1 passenger.	-	N. 3	Rushmuck, Greatman's Bay, near Gorumna Island, co. Wick.
5 Apr.	"Amiable" 3 years.	Banff	-	Lugger, W.	15	9	D. Falkner	Banff	Banff, for fishing	Banff	Ballast	6	S.E. 8	40 yards E. of Banff Harbour, Moray Firth.
5 Apr.	"Gulia Ravenna" 2 years.	Italy	-	Barque, W.	979	18 pilots.	A. Ravenna	Genoa	Dunkirk	Sunderland	Ballast	-	S.E. 2	About 100 yards off the S. Pier, Sunderland.
5 Apr.	"Memphis" 12 years.	Windsor, N.S.	-	Brigantine, W.	167	6	W. Reynolds	C. Jenkinson, Walton, N.S.	Matanzas	Falmouth	Sugar	-	S.W. -	Conch Reef, Gulf of Florida.
7 Apr.	"Arcana" 8 years.	Whitby	-	Lugger, W.	20	5	J. Thompson	Staithes	Staithes, for fishing	Staithes	Ballast	-	S.E. 1	Back of N. Pier, Seaham Harbour, co. Durham.
7 Apr.	"Cheviot" 43 years.	Aberdeen	-	Schooner, W.	70	4	R. McKesrick	S. Goides, Port Gordon.	Sunderland	Hopeman, near Elgin, co. Elgin.	Coal	-	S.E. 7	1½ miles E. of Souters of Cro-marty, Moray Firth.
9 Apr.	"Boaz" 35 years.	Carnarvon	-	Smack, W.	36	3	J. Evans	Carnarvon	Glasgow	Dundak	Coal	2	S.E. 7	About ¼ mile S. of Roddens Coastguard Station, co. Down.
9 Apr.	"Maggie" 8 years.	St. John's, Newfld.	-	Schooner, W.	148	7	T. Fitzgerald	T. Lynch, Harbor Grace.	Exeter	Figueira	Empty casks and ballast.	-	W. 8	Capidillo Bank, Figueira Bar, Portugal.
11 Apr.	"Charm" 20 years.	Montrose	-	Schooner, W.	65	4	J. Inglis	W. Pert, Montrose.	Montrose	W. Hartlepool.	Potatoes	-	E. 5	Rocks near Johnnyman's Harbour, at entrance to River South Esk, Fortarshire.
12 Apr.	"Isabella Anderson" 17 years.	Banff	-	Schooner, W.	110	6	G. Noble	W. Cowie, Port Gordon.	Methil	Kongsberg	Coal	-	S.W. -	Falsterbo Lighthouse, Sweden.
13 Apr.	"Blanche" 8 years.	Kingstown, St. Vincent, W.I.	-	Sloop, W.	21	6	G. Seon	J. J. Hughes & Sons, St. Vincent.	Kingstown, St. Vincent.	Calliaqua, St. Vincent.	Lime	-	W. 4	Kingstown Harbour, St. Vincent, W.I.
13 Apr.	"Charles" 4 years.	St. John's, Newfld.	-	Schooner	34	4	P. Power	J. Lake, Fortune Bay, Newfld.	St. Pierre	Oderin, Newfld.	General	-	N.E. 5	Copper Island Rock, near Flat Island, Placentia Bay, Newfoundland.
13 Apr.	"Mary E. Staples" 10 years.	U.S.A.	-	Schooner, W.	216	7	- Chipchase	C. J. Staples, Lubec, U.S.A.	Lubec, U.S.A.	Boston, U.S.A.	Molasses	-	N.W. -	North Bimini, near Brown Water Rock, Bahamas.
13 Apr.	"Shepherdess" 14 years.	Arbroath	-	Brig, W.	219	9	W. Johnston	G. & A. Ferguson, Arbroath.	Laguna, de Terminos.	Falmouth	Logwood	-	N.W. -	Bar of Laguna de Terminos, Mexico.
14 Apr.	"Inch Moan" 1 year.	Glasgow	-	Barque, L.	779	19	R. Coxon	J. Hardie & Co., Glasgow.	Valparaiso	Liverpool	Copper, sugar, and coal.	-	N. -	Old Port of San Antonio, Coast of Chili.
14 Apr.	"Victoria" 27 years.	Sunderland	-	Barque, W.	292	9	R. L. Etherington	W. H. Dixon, Sunderland.	Sunderland	Stockholm	Coal	-	S.S.E. 5	Sea Outlet, S. Dock, Sunderland.
15 Apr.	"Ernie" 23 years.	Germany	-	Schooner, W.	74	4	H. Von Aspern	Wevelsleth	Hamburgh	Dunkirk	Molasses	-	S.E. 8	Shingle Sand, near the Tongue Lightship, entrance to River Thames.
15 Apr.	"George Brown" 23 years.	Aberdeen	-	Schooner, W.	90	5	A. Langlands	G. Anderson, Stonehaven.	North Shields	Montrose	General	3	S. by E. 6	Annat Bank, entrance to Montrose Harbour, Forfarshire.

VESSELS TOTALLY LOST AND LIVES LOST.

15 Apr.	"St. Lawrence"	Norway	-	-	-	-	Barque, W.	924	13	F. Brodahl	Holt and Isachsen, Stavanger, Norway.	Liverpool	Quebec	-	-	S.E. 9	Barton Point, near Cush-dail, co. Antrim.
16 Apr.	"Andromeda"	London	-	-	-	-	Schooner, W.	99	5	T. Earnshaw	T. Barnsey, Goole	Garston	Dublin	-	-	E.S.E. 9	Near Dundalk Bar, co. Louth.
16 Apr.	"Jane"	Colchester	-	-	-	-	Schooner, W.	121	6	- Hadley	W. G. Walker, Colchester.	Brussels	Newcastle	6	-	S.E. 9	Cross Sands, off Great Yarmouth.
16 Apr.	"Jane"	Whitehaven	-	-	-	-	Schooner, W.	114	4	J. Kerron	S. Tickle, Garston, Liverpool.	Garston	Dublin	-	-	E.S.E. 9	200 yards S. of Lighthouse, Dundalk Bay, co. Louth.
16 Apr.	"Marie"	Brixham	-	-	-	-	Cutter, W.	48	(No one on board.)	W. Hasford	F. W. Baddeley, Brixham.	Brixham, for fishing	Ballast	-	-	S.E. 9	Rocks near Broadlands, Torbay, Devonshire, English Channel.
16 Apr.	"Mudlah"	N. Shields	-	-	-	-	Barque, W.	686	17	T. J. Farquhar	J. M. Henderson, Amble, Northumberland.	Liverpool	Bombay	13 crew, 1 passenger.	-	S. by E. 5	2 miles S. of Courtown, co. Wexford.
16 Apr.	"Ramoncita"	Spain	-	-	-	-	Brigantine, W.	125	7	D. A. Formoso	F. Tapia, Vigo, Spain.	Hamburgh	Vigo	-	-	E. 9	Off No. 2 Battery, Dungeness, co. Kent.
16 Apr.	"St. Andrew's"	Fowey	-	-	-	-	Schooner, W.	91	5	W. Coath	S. Moss, Par, Cornwall.	Porthcawl	Par	-	-	E.S.E. 9	W. side of entrance to Fowey Harbour, S. Coast of Cornwall.
17 Apr.	"Enigma"	Castletown, Isle of Man.	-	-	-	-	Schooner, W.	74	4	T. Corkill	J. Watterson, Isle of Man.	Glasgow	Kings-town, co. Dublin.	-	-	Calm	E. side of Holy Island, Larn-dough Bay, Arran, Firth of Clyde.
17 Apr.	"Isabella"	Carnarvon	-	-	-	-	Schooner, W.	110	5	J. Roberts	Port St. Mary, Isle of Man.	London	Dundalk	-	-	E.S.E. 8	Sherries Roads, co. Dublin.
17 Apr.	"Ostrace Packet"	Holland	-	-	-	-	Brig, W.	212	7	W. Smit	F. Gallinga, Harlingen.	Liverpool	Riga	-	-	S.E. 5	2½ miles E. of Newcastle, Dundrum Bay, co. Down.
17 Apr.	"Presto"	Norway	-	-	-	-	Three-masted Schooner, W.	200	7	- Morch	L. A. Morch, Fredericksstadt.	Fredricksstadt	Liverpool	3	-	E. 5	½ mile N. of Kilinichael Coastguard Station, co. Wexford.
17 Apr.	"Sophia"	Lowestoft	-	-	-	-	Dandy, W.	34	5	R. Marler	J. B. Capps, Lowestoft.	Lowestoft, for fishing.	Ystad, for shelter.	-	-	E. 7	Mouth of New North Sea Canal, Holland.
18 Apr.	"Fenelon"	Norway	-	-	-	-	Brig, W.	179	8 and Pilot.	B. Larsen	- Knopt, Kragero, Norway.	Kragero	W. Hartlepool	-	-	E. 7	Pier Head, entrance to W. Hartlepool.
18 Apr.	"Fortuna"	Norway	-	-	-	-	Brig, W.	111	6	- Elharsen	T. Thorstensen, Oster Risoer, Norway.	Oster Risoer	St. Valery-sur-Somme.	-	-	-	½ mile N. of the Lifeboat House, Hornsea, Yorkshire.
19 Apr.	"Isabella Ridley"	Dunedin, N.Z.	-	-	-	-	Barque, W.	232	11	K. McKinnon	G. Nos & Clayton, Dunedin.	-	-	-	-	N.E. 2	On Timaru Beach, N.Z., close to Government Landing.
19 Apr.	"Suez"	Norway	-	-	-	-	Barque, W.	294	10	L. Sahlgvist	Sarpsburg	Sarpsburg, Norway.	Rechefort, France.	1	-	E. 10	S. Scraby, Sand off St. Yarmouth, co. Norfolk.
20 Apr.	"Oak"	Whitby	-	-	-	-	Brig, W.	223	7	R. Hughes	J. Trattles, Bishopwearmouth, co. Durham.	S. Shields	Rotterdam	-	-	N.E. 4	Whitburne Steel between Sunderland and Sotter Point, co. Durham.
22 Apr.	"Frederikka"	Norway	-	-	-	-	Barque, W.	531	14	A. Ulleberg	J. A. Juel, Drammen, Norway.	Shields	Revel	-	-	S.E. 6	Abertay Sands, mouth of River Tay, E. Coast of Scotland.
22 Apr.	"Margaretha Kille-	Holland	-	-	-	-	Galliot, W.	67	4	W. Pekelder	G. R. Pekelder, Wildervank, Holland.	Larache	Gloucester	-	-	W.N.W. 7	Loe Bar, 1½ miles E. of Porthleven, Mount's Bay, co. Cornwall.
26 Apr.	"Legion of Honour"	London	-	-	-	-	Ship, W.	1,218	23	J. W. Jones	T. Williams & Co., Liverpool.	Valencia, Spain.	Liverpool	-	-	N.N.W. 9	Ziliten, about 75 miles E. of Tripoli.
26 Apr.	"William Grosoup"	Annapolis, N.S.	-	-	-	-	Brigantine, W.	461	10	- Owen	W. Grosoup, Granville, N.S.	Wilmington, North Carolina, U.S.A.	Sydney, C.B.	-	-	-	White Point, near Louisburg, Cape Breton.
27 Apr.	"Sibyl"	Wexford	-	-	-	-	Schooner, W.	86	6	E. Burne	J. Burrington, Wexford.	Wexford	Wexford	-	-	E. 6	3 miles W. of Carnsore Point, co. Wexford.
29 Apr.	"Resolution"	Melbourne	-	-	-	-	Brigantine, W.	150	7	W. S. Watts	E. S. Brain, Melbourne.	Melbourne	Port Darwin	-	-	S.E. 4	Lat 13° 37' S., Long. 121° 21' E. Arutua Sea.
30 Apr.	"Haada"	Newcastle, N.S.W.	-	-	-	-	Barque, W.	334	11	J. L. Parker	W. W. Johnson, Walsend, N.S.W.	Lacpede Islands.	Fremantle	-	-	N. 4	Eastern Group, Hautmans Abrolhos, W. Australia.
2 May	"Canopus"	London	-	-	-	-	Barque, I.	763	13	P. R. Miller	T. K. Lynch, London.	Cardiff	Bussorah	-	-	S. 4	Mayotte Island Reef, Mozambique Channel.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 5 May	"Alice" 5 years.	(Not registered, belonging to British.)	-	Sloop, W.	5	3	J. Bird.	Blyth	Hartlepool	Blyth	Ballast	-	N.E. 7	About 45 yards N. of Seaham Harbour Lighthouse, co. Durham.
5 May	"Kent and Sussex" 42 years.	Rochester	-	Barge, W.	36	2	John Baker	W. H. Hensted, Maidstone.	Maidstone	Colchester	Stone	-	E. 5	Holland Low, Colchester, Essex.
5 May	"Unus" 12 years.	Leith	LL. A 1, 975	Brig, W.	177	8	J. Waterstone	R. Gronmeyer, Leith.	Newcastle	Oporto	Coal	-	W. 4	Felgueira Rocks, Oporto, Portugal.
6 May	"Dan Glaister" 26 years.	Banff	-	Schooner, W.	70	4	G. McDonald	J. Wilson, Macduff, Banffshire.	Wick	Stornoway	Salt & empty barrels.	-	S.E. 9	Rocks at Holm, about 2 miles S.E. of Stornoway, Lewis Island, Hebrides.
7 May	"Ninth of June" 17 years.	Halifax, N.S.	-	Schooner, W.	93	5	S. Benoit	R. Benoit, Halifax, N.S.	Halifax	L'Ardoise	General	-	E. 9	L'Ardoise Shoal, Sampson's Harbour, St. Peter's Bay, C.B.
7 May	"The Whisper" 11 years.	Halifax, N.S.	-	Schooner, W.	27	4	S. Turner	S. and G. Turner, Quoddy, N.S.	Indian Harbour, N.S.	St. Pierre, Miquelon.	Shingles and lumber.	-	S.E. 8	Bull Rock, Caria Bay, Newfoundland.
8 May	"Condor" 11 years.	Portsmouth	-	Cutter, W.	87	12	W. W. Mackie	J. Clark, Paisley, Renfrewshire.	The Clyde	Douglas, Isle of Man.	Ballast, 2 passengers.	-	E. 5	Douglas Breakwater, Isle of Man.
8 May	"Express" 19 years.	Miramichi, N.B.	-	Pilot Schooner, W.	15	3	A. McLean	A. McLean and A. Wilson, Miramichi, N.B.	Chatham, N.B., for cruising	Ballast	Ballast	-	N.E. 8	Miscoon Island, 5 miles S. of Light, Gulf of St. Lawrence.
9 May	"Avonmore" 14 years.	Bristol	-	Ship, W.	1,260	24	W. R. Corfield	C. Hill, Bristol	Callao	Queenstown or Falmouth	Guano, 5 passgrs.	7 (supp. crew.)	Calm	Huanilla, Peru.
9 May	"Conway Castle" 12 years.	Liverpool	LL. cont. 374, 5 A 1, 1176.	Ship, W.	1,299	21	J. S. Pike	Hughes & Co., Menai Bridge, Anglesa.	Huanilla	Antwerp	Guano	-	Calm	Huanilla, Peru.
9 May	"Dakota" 3 years.	Liverpool	-	S.S., I.	2,452	109	J. Price	Liverpool and Great Western Steamship Company, Limited (Guion Line), Liverpool.	Liverpool	New York	General, 219 passgrs.	-	E.S.E. 5	1½ miles W. of Ambleth Harbour, co. Anglesa.
9 May	"Zouave" 21 years.	Dumfries	-	Schooner, W.	28	2	J. Robson.	Dumfries	Maryport	Carsethorne, 10 miles south of Dumfries.	Coals	-	E. 7	Southernness, 15 miles E. of Dumfries, Kirkcubrightshire.
10 May	"Conference" 21 years.	Bristol	-	Ship, W.	966	18	Williams	C. Hill, Bristol	Huanilla	Falmouth or Queenstown.	Partly Guano	-	Calm	About a cable's length off the shore near Huanilla Point, Peru.
10 May	"Sally and Hannah" 36 years.	Scarborough	-	Dandy, W.	30	5	G. Scott	J. Sellers, Scarborough.	Scarboro', for fishing	Ballast	Ballast	-	E. 4	About 3 miles S.W. of Spurn Point, River Humber.
11 May	"Anne Eliza" 15 years.	Aberystwith	-	Smack, W.	44	3	Dan Richards	Day, Richards, Llannon, Cardigan.	Llannon	Milford	Ballast	-	Var. 1	Ilen Rock, S.W. point of Ramsey Island, Pembrokehire.
15 May	"Elizabeth" New.	Not registered	-	Schooner, W.	85	7	W. Davies	J. Mann, Harbor Grace, Newrid.	New Perlican, Trinity Bay, King George's Sound.	Harbor Grace, Conception Bay, Port, Ateleide.	Ballast	-	S.E. 5	Grates Point, near Bacallieu Island, Newrid.
15 May	"Emily Smith" 28 years.	Port Adelaide	-	Brig, W.	129	14	W. Davidson.	Woodville, S.A.	Paignton	Bristol Channel	Wool and shingles, 21 passgrs.	32 (supp. crew. 14 crw.)	N.W. —	Maupeituis Bay, Kangaroo Island.
15 May	"Helen" 49 years.	Bridgwater	-	Schooner, W.	59	3	J. Hole	J. Allen, Watchet, Somersetshire.	Paignton	Bristol Channel	Ballast	-	W.S.W. 5	Street Point, Start Bay, Devonshire.
15 May	"Nautilus" 10 years.	Newport	LL. cont. 773, 4 A 1, 277.	Brig, W.	249	8	— Evans	R. Twist, Newport, Mon.	At anchor off the Island of Navassa.	Guano	Guano	-	N. to S.W. 10	S.W. side of Navassa Island.
17 May	"Julia Ann" 15 years.	U.S.A.	-	Barque, W.	359	5	A. Baker senior	A. Baker, junior, British North American Steam Navigation Co., Glasgow.	Moulmein	Unknown	Slaves, 4 passengers.	-	W. 10	Kochikada Mills, Colombo, Ceylon.
18 May	"Gambis" 2 years.	Glasgow	Liv. 90 years, Red, 875.	S.S., I.	1,195	45	C. Hamilton	British North American Steam Navigation Co., Glasgow.	Old Calabar	Liverpool	Falm oil	-	W. 2	5 or 6 miles S.E. of Cape Palmas, W. Coast of Africa.

VESSELS TOTALLY LOST AND LIVES LOST.

18 May	"Monkwearmouth"	Colchester	-	-	-	Brig. W.	223	7	T. W. Chambers	Sunderland	Port Kunda	Coke, fire-bricks, and clay.	W.N.W. 5	3 miles N.W. of Fort Ruffin - Baltic, Russia.
18 May	"Thomas Young"	Dunfries	-	-	-	Brigantine, W.	96	5	H. Watt	Liverpool	Lerwick	Salt	E. 9	S.E. point of Papa, Stronsa, Orkneys.
21 May	"Bunda"	London	LI cont. 6/75, 9 A 1, 8/6.	-	-	Barque, W.	481	14	J. Stollery	Newcastle, N.S.W.	Shanghai	Coal, 2 passengers.	E.S.E. 5	Eastern Elbow of Hampton Reef, Queensland.
21 May	"Breda"	Wigtown	-	-	-	Schooner, W.	35	8	T. Davidson	Ardrrossan	Douglas and Point of Ayre, Isle of Man.	Coal	N.E. 4	Point of Ayre Beach, Isle of Man.
22 May	"Duke of Newcastle"	Liverpool	Ver. 3/3, L. 1.1, for 3 years, from 12/74, 7/77.	-	-	Ship, W.	992	20	C. Eger	Punta Lobos	Quebec	Ballast	N.N.E. 2	Torre Nova, about 6 miles W. of Valencia, Spain.
24 May	"Hero"	Anckland, N.Z.	-	-	-	Cutter, W.	29	3	J. Davis	Wellington, N.Z.	Nadia Bay, Potomac Sound	Ballast and stores.	N.N.W. 5	Northeast end of Big Island, Queen Charlotte's Sound, N.Z.
24 May	"Sultan of Sokoto"	Glasgow	-	-	-	S.S. I.	294	30	H. F. Wallace	Nitchea, River Niger.	Brass, Mouth of River Niger.	Palm oil and cotton.	- 2	About a mile north of Stirling Island, River Niger, W. Coast of Africa.
25 May	"Dauntless"	Gt. Yarmouth	-	-	-	Snack	32	6	J. H. Mitchell	Gt. Yarmouth, for fishing	Gl. Yarmouth, for fishing	Ballast	E.S.E. -	North Hanks, Holland.
27 May	"Joannis Scatzoulis"	Greece	-	-	-	Brig. W.	291	11	C. Givezio	Samsoun, Asia Minor.	Gloucester	Wheat, 1 (Master's wife).	S.S.W. 9	Hook Sands, 4 miles from Bristol Channel, Somersetshire.
27 May	"John Harley"	Cork	-	-	-	Brig. W.	189	7	J. Spillane	Cork	Newport, Mon.	Ballast	S.W. by W.	Nash Point, 7 miles S. of Bridgton, Glamorganshire, Bristol Channel.
28 May	"Henrietta"	Hull	-	-	-	Snack, W.	54	6	J. Brooks	Hull, for fishing	Cardiff	Ballast	S.S.W. 5	Horn Reef, near Blisland Pt., Denmark.
28 May	"Island Queen"	Cork	-	-	-	Brigantine, W.	149	6	D. Flynn	Cardiff	Cork	Coal	W. by S. 8	Near Spilough Rock, off Greenore, co. Wexford.
28 May	"Lorena"	Belfast	LI 8 A 1, 4/75.	-	-	Brigantine, W.	186	7	W. Jackson	Bristol	Archangel	Ballast	S.S.W. 7	Scarlett, near Castletown, Isle of Man.
28 May	"Martha Levana"	Norway	-	-	-	Sloop, W.	45	4	J. Polland	Bergen	Sf. Sebastian, Spain.	Fish	S.W. 8	Shipwash Sand, off Harwich, co. Essex.
28 May	"Pembrokehire Lass"	Milford	LI A 1, Red, 10/76.	-	-	Brigantine, W.	131	5	T. Foley	Cork	Liverpool	Prop wood	S.W. 6	Ted's Bank, off Southport, Lancashire, Liverpool Bay.
31 May	"Dreadnot"	Windson, N.S.	-	-	-	Schooner, W.	105	5	H. A. Borden	Sydney, C.B.	Philadelphia, U.S.A.	Potatoes	S.S.E. 6	McDonald's Point, outside Shelburne Harbour, N.S.
31 May	"Stanley Castle"	London	LI 11 A 1, 9/76.	-	-	Barque	414	13	P. Austin	Point de Galle	Oceania	Ballast	- Var.	Lat. 16° 31' N., Long. 82° 9' E., near mouth of River Godavary, East Coast of India.
1 June	"Clotilde"	France	-	-	-	Schooner, W.	95	6	J. M. Binvel	Nantes	Cardiff	Coal	W. 6	Burry Inlet, S. side, Glamorganshire, Bristol Channel.
1 June	"Sarah"	Weymouth	-	-	-	Brigantine, W.	133	6	W. Norris	Sunderland	Lulworth, co. Dorset.	Coal	S.W. 9	Lulworth Cove, about 5 miles S.W. of Wareham, Dorsetshire.
1 June	"Svalen"	Norway	-	-	-	Brig. W.	171	8	A. Steen	Drammen	Christiania	Pit props	S. 5	Landed Orkneys.
1 June	"Welcome"	Padstow	-	-	-	S.S., W.	65	3	J. Wills	Padstow	Newport	Ballast	S.S.E. 11	W. end of Sully Island, Glamorganshire, Bristol Channel.
2 June	"Poem"	Douglas, Isle of Man.	-	-	-	Schooner, W.	67	4	R. Bundle	Ardrrossan	Runcorn	Pig iron	S.S.W. 9	Kirkbride Beach, about 5 miles N. of Ramsey Harbour, Isle of Man.
5 June	"Mazeppa"	Grimsby	-	-	-	Dandy, W.	53	5	R. Randerson	J. Gidley, sen., Grimsby.	Grimsby, for fishing	Ballast	Calm	Bierregard, Jutland.
6 June	"Freya"	Lerwick (not registered).	-	-	-	Lugger, W.	4	2	J. Macpherson	E. Nelson, Lerwick	Lerwick, on a pleasure excursion.	Ballast	S.E. 5	Entrance of Aith's Voe, Orkneys, Shetlands.
9 June	"Winchester"	London	LI 14 A 1, 10/76.	-	-	Ship, W.	1,157	28	O. J. H. Arnold	G. Marshall and Sons, London.	Adelaide, S.A.	Ballast, 1 passenger.	- 5	About 25 miles S.W. of False Point, Orissa Coast, India.
10 June	"Kate Arnos"	St. John, N.B.	LI 20 1, 11/76.	-	-	Barque, W.	545	14	N. A. Oleson	St. John, N.B.	Newport, Mon.	Deals	S.W. -	Fiat Mud Island, Tusquets, N.S.
10 June	"Morning Light"	Liverpool, N.S.	-	-	-	Schooner, W.	82	7	J. J. Porter	Liverpool, N.S.	Boston	General, 5 passrs.	S.W. -	W. side Seal Island, Yarmouth, N.S.
11 June	"Invincible"	Turk's Islands	-	-	-	Schooner, W.	9	5	J. Stubbs	A. W. Whitney	Cockburn, East Caros.	Ballast, 2 passrs.	E.S.E. 5	Six Hill Cay, E. Caicos, Bahamas.

VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 11 June	"Miranda" - 12 years.	-	L.L. A 1	Brig. W.	293	12	J. Watson	M. Rickinson, W. Hartlepool.	Kingson, Jamaica.	Annotto Bay, Jamaica.	General, passrs.	3	S.E. 7	Folly Reef, Jamaica.
11 June	"Paragon" - 48 years.	-	-	Brigantine, W.	98	5	J. Evans	J. Williams, Gloucester.	Briton Ferry -	Dublin	Coal	-	N.E. 4	Angle Bay, Milford Haven, Pembrokehire.
11 June	"Rowena" - 38 years.	-	L.L. 10.75	Barque, W.	247	7	R. Bale	W. H. Curtis, Bideford, Devon.	Newcastle, N.B.	Applodere, Devonshire.	Wood	-	S.S.W. 5	On the S.W. Cape of Anherst Island, Magdalen Islands, Canada.
16 June	"Einor" - 20 years.	-	-	Brig. W.	180	Say 7	Nielsen	P. Durandahl & Co, Christiansia.	Christiania	Unknown	Ice	-	-	Hasboro' Sand, off Norfolk.
16 June	"Ellen," - 12 years.	-	-	Smack, W.	5	6	J. Kuhoe, Arklow	-	Arklow, for fishing	-	Ballast	-	E.S.E. 5	At the N. entrance to Arklow Harbour, co. Wicklow.
19 June	"Marie Almida" - 17 years.	-	-	Schooner, W.	95	6	J. Duchene, Quebec	-	Quebec	Glasgow	Wood	-	-	St. Peter's Point, Gaspé, Gulf of St. Lawrence.
19 June	"Perseverance" - 37 years.	-	-	Schooner, W.	63	4	L. Girroir, Arichat, N.S.	-	Pictou, N.S.	Bathurst	Coal	-	N.W. 8	About 1 mile to the eastward of N.W. Point Misson Island, N.W. St. Lawrence.
20 June	"Phœton" - 18 years.	-	L.L. cont. 6.73, 9 A 1, 2/75.	Barque, W.	418	12	T. J. Brown	H. W. Bathe, London.	Dhurnah	Tellicherry	Rice	-	N.W. -	Kottabai, Malabar Coast, on a reef of rocks.
22 June	"Lowestoft chant," - 43 years.	-	-	Schooner, W.	61	8	L. Leung, Whitby	-	Sunderland	Buckie	Coal	-	N.E. 8	2 miles E. of Lossiemouth, Elginshire, Moray Firth.
25 June	"Calypso" - 2 years.	-	Ver. 3/3, A. 1. L., for a passage to W. Coast of Africa and back to Liverpool, 12/76.	Brig. W.	232	10	Bertrand	P. Fieres, Nantes	Lagos	Liverpool	Palm kernels	-	S.W. 6	Whilst attempting to cross Lagos Bar, West Coast of Africa.

SUMMARY OF STRANDINGS.

	BRITISH VESSELS.										FOREIGN VESSELS.													
	Vessels belonging to the United Kingdom.					Vessels belonging to the Colonies.					Total.					Total.					Gross Total.			
	Sailing.		Steam.		Total.	Sailing.		Steam.		Total.	Sailing.		Steam.		Total.	Sailing.		Steam.		Total.				
	No.	Ton-nage.	No.	Ton-nage.		No.	Ton-nage.	No.	Ton-nage.		No.	Ton-nage.	No.	Ton-nage.		No.	Ton-nage.	No.	Ton-nage.			No.	Ton-nage.	
1874	-	-	-	-	-	1	24	-	-	-	1	24	-	-	-	-	-	-	-	-	1	24		
1875	-	-	-	-	-	7	600	-	-	-	7	600	-	-	-	1	875	-	-	1	875	1,475		
1876, Jan. to June	6	2,977	-	-	6	2,977	29	4,986	1	52	30	5,088	35	7,963	1	52	36	8,015	8	-	8	2,661	10,676	
1876, July to Dec.	179	39,822	27	17,658	206	57,480	176	22,432	5	1,015	181	23,507	355	62,314	32	18,673	387	80,987	122	-	122	33,068	509	114,055
1877, Jan. to June	155	39,664	20	8,705	175	48,369	54	12,370	4	677	58	13,047	200	52,034	24	9,382	223	61,416	42	1	43	13,313	276	75,708
	340	82,463	47	26,363	387	108,826	267	40,472	10	1,744	277	42,216	607	122,935	57	28,107	664	151,042	173	1	174	49,917	838	201,938

VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether of Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 1 July	"Eva" 16 years.	St. John, N.B.	-	Schooner, W.	69	5	F. Anthony, Thomes Cove, N.S.	French Cross, N.S.	Marblehead, Mass.	Wood	-	"Wyoming," of Boston, Mass.	-	S. by E. 4	10 miles E.N.E. of Thatcher's Island, Mass., U.S.A.
1 July	"Trinculo" 15 years.	Campbeltown	-	Lugger, W.	16	7	A. McLeod	W. Rac, Campbeltown.	Howth, for fishing	Ballast	-	"Dreadnought," of Peel, Isle of Man.	-	W. 4	9 miles N.E. of Rockabill, off co. Meath, Irish Sea.
5 July	"Clio" 21 years.	London	-	Barque, W.	372	10	F. Leng	C. Harrihan, Wiltby.	Cabes	Newcastle-on-Tyne	Grass and iron ore.	"Albatross," of S.S. "Marela."	2	W.S.W. 4	Albatross E.S.E. of the Rock of St. Ignace, Lightship off co. Sussex, English Channel.
6 July	"Rebecca" 10 years.	Stornoway	-	Fishing Lugger, W.	14	5	J. Crichton	Stornoway	Anchored at Knock, near Stornoway.	Ballast	-	Fishing vessels "Amphitrite" and "Crown," both of Stornoway.	-	S.W. 7	At Knock, 4 miles E.N.E. of Stornoway Hebrides, North Minch.
8 July	"Ella" Unknown.	Greenock	-	Smack, W.	7	4	J. Baird	Glasgow	Gourock Bay, on pleasure cruising	Ballast	-	"Marquis of Lorne," of Glasgow.	-	N.N.W. 4	Gourock Bay, Firth of Clyde.
27 July	"Dinorah" 16 years.	N. Shields	Li. cont. 70, 7 A 1	Barque, W.	367	13	W. McC. Sprots	J. Dryden, N. Shields.	N. Shields	Brindisi	Coal	S.S. "Dorunda," of Glasgow.	10	N.E. 4	35 miles E. of Gibraltar, Mediterranean.
28 July	"Pilgrim" 23 years.	Dartmouth	-	Smack, W.	36	4	W. Green	G. T. Barry, Brixham.	Brixham, for fishing	Ballast	-	Ship "Russia," of London.	-	W. 8	20 miles S.E. of Berry Head, Devonshire, English Channel.
29 July	"Jessie" 19 years.	Fraserburgh	-	Sloop, W.	84	3	A. S. Noble	Fraserburgh	Fraserburgh	Herrings	-	Unknown	-	W.S.W. 9	Dogger Bank, North Sea.
20 July	"Southland" 12 years.	Newcastle, N.S.W.	-	S.S., I.	87	9	J. Campbell	Co-operative Steam Tug Co., Newcastle, N.S.W.	Sydney, N.S.W.	Newcastle, N.S.W.	Ballast	S.S. "Waratah," of Sydney, N.S.W.	-	W.N.W. 5	Entrance to Newcastle Harbour, N.S.W.
12 Sept.	"Penguin" Unknown.	Probably Melbourne.	-	Cutter, W.	16	3	G. Mitchell	W. White, Wiliamstown.	Queenscliff	Melbourne	Timber	S.S. "Avon," of Melbourne.	-	S.S.E. —	3 to 4 miles from "Lightship," off Gillibrond's Point, Port Philip Bay.
3 Aug.	"Madcap" 13 years.	Glasgow	-	Schooner, W.	42	8	D. Luke	C. Pepper, Ballygarra Castle, co. Meath.	Kingstown, co. Dublin.	(Intended for Isle of Man, but running for Campbelltown.)	Ballast, 2 passengers.	S.S. "Owl," of Glasgow.	2	S. 6	7 or 8 miles N. of Corsill Point, Wigtownshire.
3 Aug.	"Queenland" 7 months.	London	Ver. 3/3, L. 1, 1, 1, I. Div., from 6.76, 1.76.	S.S., I.	1,437	95	R. Craig	Eastern and Australian Mail Steam Co. Limited, London.	Melbourne	Sydney, N.S.W.	Ballast, 10 passengers.	S.S. "Barrabool," of Melbourne.	1	E. 4	16 miles N.E. by E. 1/2 E. of Wilson's Promontory, Victoria, Bass Straits.
13 Aug.	"Flying Scud" 11 years.	Faversham	Li. cont. 8.75, 7 A 1, 7.74.	Brigantine, W.	186	8	W. Allen	W. G. Lawson, Whitstable.	Casa Blanca	Leith	Beans	Dutch ship "Voorlichter."	-	W. by N. 4	About 15 miles off St. Alban's Head, Dorsetshire, English Channel.
20 Aug.	"Confidence" 19 years.	Boston	-	Schooner, W.	68	3	R. W. Bruce	Wisbeach	W. Hartlepool	London	Coal	S.S. "Faraday," of Newcastle.	-	S.S.E. 5	Thames, abreast of the Hartlepool River.
25 Aug.	"Rosina" 10 years.	Hull	-	Dandy, W.	58	5	G. Simpson	Hull	Hull, for fishing	Ballast	-	"Cookatoo," of Grimsby.	-	N. 7	150 miles E. by N. of Spurn Point, North Sea.
28 Aug.	"Marengo" 16 years.	Liverpool	Li. cont. 6.71, 7 A 1, 8.75.	Barque, W.	314	11	Fell	C. Sayer, Liverpool.	Liverpool	East London.	Railway iron	"Sora Dreyfus," of London.	-	W. 3	East London Roads, Cape Colony.
3 Sept.	"Sonora" 8 years.	Boston, U.S.A.	Ver. 3/3, A 1, 1, for 6 years, from 8.74, 8.74.	Ship, W.	1,527	27	J. D. Paine	W. F. Webb & Co., Boston, U.S.A.	San Francisco.	Liverpool	Copper and wheat, 3 passes.	Spanish S.S. "Victoria."	-	S.S.W. 5	12 miles W. by S. 1/2 S. of the S. Slack, Anglesea, Irish Channel.
3 Sept.	"Vivaz" 7 years.	Spain	-	S.S., I.	413	23	J. Mendiola	Miguel, Loanz, & Co, Seville.	Liverpool	San Sebastian, Bilbao.	General, supposed 11 passengers.	U.S.A. ship "Sonora."	1	S.S.W. 5	12 miles W. by S. 1/2 S. of S. Slack, Anglesea.
4 Sept.	"Sarpodon" 6 years.	Liverpool	-	S.S., I.	1,566	73	W. Ferguson	Ocean S.S. Co., Liverpool.	Shanghai	London	General, 15 passengers.	Belgian S.S. "Julia David."	-	S.W. 5	80 miles S.W. of Ushant, Bay of Biscay.

VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, and whether Iron or Wood.	Tons. Orew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 7 Sept.	"Archimedes" 7 years.	Greece	-	336	Z. Zamesis	J. Gunavev, Andros, Greece.	Gt. Grimsby	Barcelona	Coal	U.S.A. "Fawn," Ship	-	W. 5	Near the N. Sand Head Light, Goodwin Sands.
16 Sept.	"Adele" 22 years.	France	-	69	J. L. Leereve	Schirer & Attelmann, Oberhausen, Sweden.	Dunkirk	Brest	Coal	"Trento," Italian barque.	-	W. 3	About 4 miles S. of Folkestone, English Channel.
16 Sept.	"Christina" 16 years.	Sweden	Ver. 8½ A. 1.1, for 3 yrs., from 2.74, 2.74.	279	-	Jarensen, Helsingborg, Sweden.	Cardiff	Copenhagen	Coal	S.S. "Egbert," N. Shields.	4	S. 5	14 miles S.S.E. of St. Catherine's Point, Isle of Wight, English Channel.
26 Sept.	"Toscoff" 8 years.	London	-	916	W. Thomson	M. Spartali, London.	Nicolaieff	Malmouth, for orders.	Wheat	Tunisian Despatch Boat "Bacir."	-	N.W. 2	Last. 39° 19' N., Long. 21° 47' E., Mediterranean.
29 Sept.	"New Unity" 32 years.	Boston	-	85	G. Hill	A. H. Read, Boston, co. Lincoln.	Liverpool	Trenord, Belgium.	Rock salt	Schooner "Frimont," of Plymouth.	-	S.E. 5	About 5 miles S.E. by S. of the Wolf Rock Lighthouse, off the Land's End.
11 Oct.	"Vigilant" 20 years.	Liverpool	-	22	H. Curtis	H. Willis, London.	Grays, River Thames, for a pleasure trip.	Ballast	passenger (owner).	S.S. "Cymba," of Dublin.	2 (crew.)	S.W. 6	About 1 mile above the Lizard Buoy, and a little above the mid-channel, River Thames.
14 Oct.	"Ranger" 12 years.	Sunderland	L.L. cont. 3.73, 6 A. 1, 9.75.	229	J. N. Thompson	C. E. Morgan, Sunderland.	Yarmouth	Sunderland	Ballast	S.S. "Harraton," of Sunderland.	-	W. by S. 4	About 5½ miles N. of the Dudgeon Lighthouse, North Sea.
18 Oct.	"Keystone" 1 year.	Truro, N.S.	L A. 1, 11.75	473	W. Thompson	A. K. Moore, Economy, N.S.	Baltimore	Lynn	Maize	Ship "Hippolyta," of Liverpool.	-	N. 5	120 miles W. of Scilly, N. Atlantic.
19 Oct.	"Grebe" 5 years.	Cork	Liv. 13 years, Red, 2.75.	531	W. C. Johns	Cork Steamship Co., Cork.	Glasgow	Antwerp	General	Belgian S.S. "Switzerland."	1	- 2	Flushing Roads, Belgium.
22 Oct.	"British Oak" 21 years.	Chester	-	73	P. Crofts	C. Davison, Celyn, Flint.	Dalbeattie	Bristol	Granite	Schooner "Robert Brown," of Newry.	-	E. by N.	About 7 miles W. by S. of the Nash, off Glamorganshire, Bristol Channel.
22 Oct.	"Lightning" 6 years.	S. Shields	-	9	J. Lander	W. Wright, S. Shields.	Tyne, to seek vessels	Ballast	Ballast	Schooner "Jane Edwards," of Arbroath.	-	E. by S.	8 miles off the entrance to the Tyne, North Sea.
5 Nov.	"D. O. Yates" 3 years.	U.S.A.	-	442	O. S. Yates	Bristol, U.S.A.	Liverpool	Matanzas	Coal, passengers.	S.S. "West Indian," of Liverpool.	-	N.W. 2	About 10 miles N.E. of the Skerries Light.
10 Nov.	"Elise Linck" 10 years.	Germany	-	499	W. Pupp	G. Linck, Dantzig.	London	Doboy	Ballast	German S.S. "Uranus."	-	N.N.E. 4	Near the Royal Sovereign Lighthouse, off the S. coast, English Channel.
12 Nov.	"Lion" 22 years.	London	-	56	M. Quigley	S. Cawthorne, London.	London	Goole	Logwood, 1 passenger (Master's wife).	S.S. "Elf," of Hull	-	S.E. 7	3 miles off Stallingborough, River Humber.
16 Nov.	"John and Eliza" 23 years.	Cardiff	-	7	E. Davies	Cardiff	Seeking in Bristol Channel	-	-	S.S. "Ventnor," of Southampton.	2	W. 6	About 5 miles N.W. of the Nash Lights, Glamorganshire, Bristol Channel.
17 Nov.	"Reintje" 22 years.	Holland	Ver. 5½ B. 2.1, for 4 years, from 4.74, 4.74.	712	-	Tremsma, Schiermonikoog	Unknown	Timber	Timber	S.S. "Vildosala," of London (after the collision had been picked up derelict and had stranded on the bar).	-	W. 4	Shields Bar.
20 Nov.	"Flying Star" 10 years.	Berwick	-	26	W. Nisbet	Eyemouth	Eyemouth, for fishing	Ballast	Ballast	Fishing lugger "New Enterprise," of Berwick.	-	N.N.W. 5	About 2 miles S.W. of Eyemouth, Berwickshire.

VESSELS TOTALLY LOST AND LIVES LOST.

20 Nov.	"James Groves" 4 years.	W. Hartlepool	LL 90 A 1, 5.76	S.S., I.	593	19	J. Lundvall	J. Gress, W. Hartlepool.	Suina	Leith	Barley	Schooner "Vale," of Belfast.	N. 5	3 miles W. & S. of the Royal Sovereign Light- ship, off co. Sussex, English Channel, 3½ miles N. of Whitby, Yorkshire.
23 Nov.	"Venture" 5 years.	Lynn	LL 261, 2.75	Brigantine, W.	87	2	J. Orling	J. Snelling, King's Lynn.	Sunderland	Lynn	Coal	S.S. "Matin," of Dundee.	S. by W. 6	3½ miles N. of Whitby, Yorkshire.
24 Nov.	"J. W. Scott" 20 years.	St. John, N.B.	-	Schooner, W.	109	5	F. Haley	Driscoll Bros., St. John, N.B.	New York	St. John, N.B.	General	S.S. "City" of New Bedford, U.S.A.	W.N.W. 5	5 miles N.W. of Horton Point, Long Island Sound, New York.
24 Nov.	"Marselles" 20 years.	Port Glasgow	LL A 1, Red, 9.76 Ver. 5/6, A 1, 1, for 4 yrs. from 12.73, 12.73.	Barque, W.	1,069	20	W. Gibb	Somersley & Co., Port Glasgow.	London	Moulmein	Salt	Ship "Maudsladen," of Dundee.	S.E. 5	Lat. 49° 40' S., Long. 27° 40' W., S. Atlantic.
28 Nov.	"Darlington" 70 years.	London	-	Brig W.	211	7	-	R. J. Goodhew, Rotherhithe.	Shields	London	Coal	S.S. "Fairy," of Hull.	W.N.W. 4	Near Cleanness Buoy, River Humber.
8 Dec.	"Elizabeth" 37 years.	Lancaster	-	Schooner, W.	61	3	J. Dockeray	J. Hogg, Douglas, Isle of Man.	Whitehaven	Douglas	Coal	Schooner "Won- der," of Lan- caster.	N.N.W. 5	10 or 12 miles S.E. of the Bahama Light- ship, off the Isle of Man, Irish Sea.
11 Dec.	"Sir George Seymour," 26 years.	Brixham	-	Snack, W.	45	4	R. A. Ellis, Brixham	-	Dartmouth, for fishing	-	Ballast	Ketch "Un- dermuted," of Dartmouth.	S. 6	2 miles N. of Start Point, Devonshire, English Channel.
12 Dec.	"Gnat" 9 years.	London	-	Dandy, W.	44	7	T. Chalk	J. G. Bass, Gor- leston.	Gt. Yarmouth, for fishing	-	Ballast	"Ploughman," of Gt. Yarmouth.	S.W. 5	S.E. part of Silver Pits, North Sea.
12 Dec.	"Huddersfield" 13 years.	Liverpool	-	Barque, I.	573	17	- Jones	E. P. Bates, Liverpool.	London	Kurrachee	Ironwork	U.S.A. barque "Robert Kelly," of Rochester.	W.S.W. 6	About 18 miles S. by E. of the Start Point, English Channel.
12 Dec.	"Jean Bart" 13 years.	France	-	Sloop, W.	45	5	- Marc	A. Follin, Fécamp	Clackmannan	St. Valéry	Coal	Brig "Nina," of Rochester.	S.S.W. 4	S.W. ½ W. of the Gull Light, and N. of the S. Brake Buoy, Gull Stream, Downs, by N. 15 miles, English Channel.
13 Dec.	"Anemone" 8 years.	London	LL A A 1, 4.75	Brigantine, I.	141	7	T. Watkins	O. T. Hearn, London.	London	Saffi	Iron	Norwegian barque "Hannah Parr," of Airdrossan.	S.S.E. 6	Portland Bill Light, N.E. by N. 15 miles, English Channel.
14 Dec.	"Three Sisters" 24 years.	Whitehaven	-	Brigantine, W.	146	4	J. Lowry, Liverpool	-	Ayr	Belfast	Coal, 2 pas- sengers.	Barque "Annetta," of Airdrossan.	S. 6	6 miles off the Maldeus, near entrance to Bel- fast Lough, Irish Sea.
15 Dec.	"Gnome" 20 years.	Leith	-	S.S., I.	354	18 and Pilot.	W. Gordon	Currie & Co., Leith.	Hamburgh	Leith	Manure, salt, and empty barrels, 3 General	"San Luis," of Liverpool.	E. 4	2 miles S. by W. of Cuxhaven, River Elbe.
17 Dec.	"Delshaven" 13 years.	Holland	Ver. 3/3, A 1, 1, for 5 years, from 11.77, 11.77.	Schooner, W.	160	6	M. M. Lourens	J. H. Henkes, Delshaven, Holland.	Hamburgh	Rio Grande do Sul.	-	S.S. "Calliope," of Hull.	S.S.E. 2	4 miles S.E. of Dun- ness Light, co. Kent, English Channel.
17 Dec.	"L'Etoile" 24 years.	France	Ver. 5/6, P 1, 1, for 2 years, from 9.76, 9.76.	Lugger, W.	43	4	L. M. Andre, Redon	-	Morici, France.	Cardiff	Potatoes	S.S. "Potomac," of London.	S.E. 2	3 to 4 miles S.S.W. of Nash Point, Glamor- gaushire, Bristol Channel.
20 Dec.	"Velocity" 14 years.	London	-	S.S., I.	176	15	J. Wood	General Steam Navigation Co., London.	London	Calais	Wool and Jute.	S.S. "Halley," of Liverpool.	S. 2	Sea Reach, near the West Buoy of Dyces, Sand Head, N. 15° E., Lat. 55° 6' N., Long. 73° 27' E., Arabian Sea.
25 Dec.	"Ambassador" 4 years.	Liverpool	Liv. 13 years, Red, 10.75.	S.S., I.	1,257	43	R. R. Williamson	T. Harrison, Liverpool.	Calcutta	Bombay	Rice and gunnies.	"G. P. Munson," of Bath, U.S.A.	E. 4	Lat. 15° 6' N., Long. 73° 27' E., Arabian Sea.
31 Dec. 1877.	"Zephyr" 5 years.	Not registered	-	Sloop, W.	3	3	J. Peutz, Plumper Pass, British Columbia.	-	Victoria, B.C.	Plumper Pass, B.C.	Provisions	S.S. "Etta White," of Victoria, B.C.	S.E. 3	N.E. end of Coal Island, Canal de Hano, British Columbia.
3 Jan.	"Ebenezar" 8 years.	Troon	-	Schooner, W.	57	3	Unknown	R. McKean, Troon.	Glasgow	Newry	Coal	Schooner "Eliza- beth," of Bridge- water.	E.S.E. 9	Whitehouse Roads, Bel- fast Lough.
3 Jan.	"Hopewell" 45 years.	Goole	-	Ketch, W.	59	3	R. Alcock	Bowers Allerton Colliery Co., Leeds.	Goole	Gravesend	Coal	S.S. "San Weller," of London.	E.S.E. 6	3 miles E.N.E. of the Inverness Light- ship, off Lincolnshire, North Sea.
8 Jan.	"Waterloo" 23 years.	London	-	S.S., I.	324	25	J. Atkins	General Steam Navigation Co., London.	Boulogne	London	General, passers.	S.S. "Stalling," of London.	S.S.E. 7	1 mile above the West Buoy of the Rlyth Sand, mouth of River Tyames.
10 Jan.	"Margaret" 20 years.	Carnarvon	-	Schooner, W.	83	5	H. Griffiths	H. Hughes, Car- narvon.	London	Maryport	Cement	Dutch S.S. "Stad Breda."	E.S.E. 6	½ mile above Sheerness Pier, River Thames.
14 Jan.	"Shannon" 25 years.	Gt. Yarmouth	-	Snack, W.	41	6	N. Symonds	J. Todd, Gt. Yarmouth.	Gt. Yarmouth, for fishing	-	Ballast	"Mormaid," of Yarmouth.	S.S.W. 5	Outside of Smith's Knock, off Norfolk, North Sea.

VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 14 Jan.	"Willie" 12 years.	Llanelli	-	Brigantine, W.	112	5	R. Samuel	J. Thomas, Har- verfortwest, Pembrokeshire.	Ipswich	Milford	Super-phos- phate.	Schooner "Expert," of London.	-	S.S.W. 5	8 or 9 miles N.E. by N. of Dungeness Lights.
15 Jan.	"Norseman" 4 years.	St. John, N.B.	Ver. 3/3, L. 1. 1., for 9 years, from 1/7, 7/7.	Ship, W.	1,449	24	J. Lane	W. R. Leach, Liverpool.	Lobos de Torra.	Antwerp	Guano	S.S. "Rose," of Hull.	-	E. 2	Lat. 4° 15' N., Long. 27° 13' W., N. Atlantic.
19 Jan.	"Albatross" 25 years.	Lowestoft	-	Brigantine, W.	100	5	Tansley	J. Tansley, Lowe- stoft.	Seaham	Lowestoft	Coal	Spurn Light-vessel	2 (Master & mate.)	S.W. 8	Spurn Lightship Station, just off Spurn Point, River Humber.
20 Jan.	"Joseph Love" 4 years.	London	Li. 90 A 1, 9/75	S.S., I.	800	21	J. W. Johnson	W. Johnson, N. Shields.	Kustendji	Gibraltar	Grain	An Egyptian Man- of-War.	1	N.E. 6	Off Salt Bazar, Bos- phorus.
22 Jan.	"Providence" 34 years.	Bridgewater	-	Ketch, W.	78	4	W. Strong	T. Griffiths, Watches, Worcester.	Minthead	Plymouth	Coal	"Carl Angel," of Norway.	1	S.E. by S. 5	3 miles N.N.W. of Morle Pt., Devonshire, Bris- tol Channel.
24 Jan.	"Njaal" New.	Norway	Ver. 3/3, L. 1. 1., for 10 years, from 3/76, 1/77.	Barque, W.	568	14	C. Woxen	J. Woxen, Chris- tiania.	Liverpool	Hampton Roads, U.S.A.	Ballast	U.S.A. barque "Olive Thur- low."	-	W.S.W. 4	About 17 miles S.W. 4 W. of Bardsey Island, Carnarvonshire.
23 Jan.	"Melanie" 19 years.	France	-	Barque, W.	274	11	Devaux	F. F. Langstaff, Havre.	Havre	Aquin, Hayti	Ballast	Norwegian barq- entine "Helm- dal."	4	S.W. 6	About 8 miles W.S.W. of the Eddystone Light- house, off Plymouth, English Channel.
1 Feb.	"Incorrigible" 2 years.	Hull	-	Cutter, W.	72	5	H. King	C. W. Ansell, Hull.	Hull, for fishing		Ballast	S.S. "Urbino," of Hull.	-	S.S.W. 2	About 7 miles E. of Fimborough Head, Pembrokeshire.
9 Feb.	"Minnie" 6 years.	Bristol	-	Pilot Cutter, W.	14	3	A. Chiswell	C. Porter, Pll., Somersetshire.	Bristol, down channel, seeking.		Ballast	Brigantine "Irtou," of Whitehaven.	-	W.N.W. 7	10 miles S.W. of Lundy Island, Bristol Channel.
11 Feb.	"Matilda" 5 years.	Belfast	Li. restd. 1873, 6 A 1, 2/76.	Brigantine, W.	123	5	J. Hewitt	A. King, Belfast	Irvine	Belfast	Coal	S.S. "California," of Barrow.	4	S.W. by S. 6	About 10 miles S.S.E. of Davar Island Light, near Campbelltown, Firth of Clyde.
11 Feb.	"Tyne" 31 years.	Ardrossan	-	Schooner, W.	70	3	D. McDowall	Island Magee, co. Antrim.	Glasgow	Red Bay	Coal	Brigantine "Petrel," of Lon- donderry.	-	W.N.W. 6	6 miles E.S.E. from Pladda, Firth of Clyde.
17 Feb.	"Astro de Mer" Unknown.	France	Ver. 5/6, G. 1. 1., for 4 years, from 2/77, 2/77.	Smack, W.	Sup. 36	3	Unknown	Unknown	Unknown (for fishing)		-	Barque "Clyde," of Newcastle.	-	W.N.W. 6	About 20 miles S. of Newhaven, co. Sussex, Dorset Channel.
17 Feb.	"Fieres" 22 years.	Malta	Ver. 5/6, A. 1. 1., for 3 years, from 6/74.	Barque, W.	333	12	G. Consiglio	Malta	Cardiff	Malta	Coal	S.S. "Campanil," of Cardiff.	-	S to S.S.W. 2	2 miles S.W. by S. of Lavernock Point, Gla- morganshire, Bristol Channel.
20 Feb.	"Edith" 16 years.	Faversham	-	Brigantine, W.	142	6	D. Court	J. Gunn, Whit- stable, co. Kent.	Rochester	Shields	Ballast	"T.S. Gilston," of London.	4	S.W. by W. 6	7 miles S. 4 W. of the Newarp Lightship, off Yarmouth, co. Norfolk.
27 Feb.	"Cymoro" Unknown.	Cardiff	-	Pilot Cutter, W.	Say 15	2	R. F. Collins	Cardiff	Penarth, down channel		Ballast	S.S. "Gresham," of Newcastle.	2	Var. but Norther- ly, 5	Abreast of Breaksea, Glamorganshire, Bris- tol Channel.
4 Mar.	"Ocean" 2 months.	Scarborough	-	Ketch, I.	71	5	R. Webb	W. McBean, Scarborough.	Scarborough, for fishing		Ballast	S.S. "John Orm- ston," of New- castle.	2	N.E. 4	70 miles E. by N. of Glamborough Head, North Sea.
11 Mar.	"Ann Alice" 7 years.	Carnarvon	Li. 8 A 1, 10/74	Schooner, W.	97	4	W. Williams	Portmadoc	Runcorn	Dublin	Salt	S.S. "Armenian," of Liverpool.	1	S.W. 5	About 8 miles E. of the Skerries, Anglesen, Irish Sea.
11 Mar.	"Leonie" 7 months.	Liverpool	Li. 7 A 1, 8/73	Brig. W.	241	9	W. Allen	F. W. Fuirbrass	Gravesend	S. Shields	Chalk	S.S. "Consett," of Sunderland.	6	About W. by S. 6	Just below the S. Cheek of Robin Hood's Bay, near Scarborough, Yorkshire.
12 Mar.	"Saucy Jack" 10 years.	Leith	-	Lugger, W.	15	7	A. Nicholson	Preston Pans, Haddington.	Preston Pans, for fishing		Ballast	Three-masted Rus- sian schooner "Kotka."	-	W. 7	6 miles W. by S. of Isle of May, Firth of Forth.

VESSELS TOTALLY LOST AND LIVES LOST.

(4) CASUALTIES FROM OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons, Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 4 Mar.	"Cornwallis" — 20 years.	Newcastle	-	Barque, W.	648	G. Boniface	H. W. Smith, London.	London	Bombay	General	Leaky; con-	-	S.S.E. 9	Lat. 35° 35' S., Long. 37° 23' E., Mediterranean.
6 May	"Salsette" — 15 years.	Glasgow	-	Ship, W.	1,340	J. Mackay	Thomson & Grey, Glasgow.	Rangoon	Falmouth	Timber	Leaky; con-	-	S. 10	Lat. 11° N., Long. 95° E., Bay of Bengal.
3 June	"Due Fratelli" — Unknown.	Malta	-	Brig, W.	50	F. Schendri	A. Alland, Malta	Malta	Tripoli	General	Burnt	-	-	About 12 miles E. of Tripoli.
4 June	"Eleonor" — 9 years.	South Shields	-	Brig, W.	289	R. H. Dixon	E. Bennett, South Shields.	Liverpool	Archangel	Salt	Contact with ice	-	-	Cross Island, White Sea, bearing S.S.W. ¼ W. Russia.
13 June	"S. M. Ryerson" — 13 years.	Yarmouth, N.S.	-	Schooner, W.	44	F. Frost	Frost & Co., Yarmouth, N.S.	Argyle, N.S., for fishing	-	Ballast	Burnt	-	E.S.E.	Argyle Sound, N.S.
26 June	"Zemindar" — 12 years.	Liverpool	-	Ship, Compo.	1,067	J. Steddiorth	A. Parker, Liver-	Demerara	Liverpool	Run, sugar, and cotton, 6 passes.	Burnt	-	W.S.W. 4	Lat. 45° 40' N., Long. 34° 50' W., N. Atlantic.
About June.	"Royal Sovereign" — 12 years.	Liverpool	-	Brig, W.	330	R. A. Weir	J. S. de Wolf & Co., Liverpool.	Sourabaya	Pasian Gulf	Sugar	Thoroughly dis-	-	-	On voyage from Sourabaya to Persian Gulf.
27 July	"Myrtle" — 2 years.	St. John's, Newfld.	-	Schooner, W.	27	J. Taylor	T. Stone, Cana-	Goose Bay, Newfld., for fishing.	-	Ballast	Contact with ice	-	S.W. 5	30 miles N.E. of Belle Isle, Newfld.
31 July	"Famiglia Prima" — 2 years.	Italy	-	Barque, W.	619	G. B. Chiozza	Genoa	Sligo	Cardiff	Ballast	Burnt	-	S.W. 4	Cross Roads, near Beaumaris, Menai Straits.
8 Aug.	"Sea Chief" — 13 years.	London	-	Ship, W.	1,082	W. Menmuir	Smith, Bilbrough, & Co., London.	Calcutta	Colombo	-Oilcake and bone dust.	Burnt	-	-	At Talismol, Sumatra.
13 Aug.	"Dom Pedro" — 10 years.	Portugal	-	S.S., I.	1,260	J. R. Franco	Baily and Lea-	Lisbon	Liverpool	General	Burnt	-	Calm	About 23 miles W.S.W. of the Straits, off Penang, East.
18 Aug.	"Clyde" — 4 years.	Cobourg, Ont.	-	S.S., W.	44	R. Scott	T. Medd, Mill-	Lying at Wharf, Hamilton	-	Ballast	Burnt	-	-	Hamilton Lake Ontario, Canada.
21 Aug.	"Magnolia" — 23 years.	Sunderland	-	Barque, W.	638	G. R. Powis	F. Lamb, Sun-	Dublin	Quebec	Ballast	Leaky; condemned	-	W.N.W. 12	Banks of Newfoundland.
23 Aug.	"Arbitrator" — 4 years.	Liverpool	-	S.S., I.	813	W. Jackson	T. and J. Harri-	New Orleans	Liverpool	Cotton, &c.	Contact with ice	-	W.N.W. 4	Off Cape Race, New-
4 Sept.	"North" — 2 years.	Quebec	-	S.S., W.	268	M. Rouleau	Quebec & Levis	Quebec	Levis	Ballast	Burnt	-	-	Near Quebec, River St. Lawrence, Canada.
9 Sept.	"Richard Cowell" — 10 years.	Cardiff	-	Barque, W.	302	E. Walsh	J. G. Coppock, Cardiff.	Cardiff	Bermudas	Coal	Burnt	-	N.W. 5	Middle Pool, Penarth Roads, Bristol Channel.
11 Sept.	"Queen" — 38 years.	Shields	-	Brig, W.	274	- Stathan	J. Darling, Blyth	Leith	Cronstadt	Coal	Disasted; con-	-	-	Cattagat.
16 Sept.	"Cognate Apap" — 16 years.	Malta	-	Barque, W.	544	P. P. Panajioty	P. and M. Apap, Malta.	Tripoli	Cardiff	Esparto	Burnt	-	W.S.W. 2	Lat. 39° 6' N., Long. 4° 21' E., Mediter-
27 Sept.	"Falcon" — 9 years.	St. John, N.B.	-	Schooner, W.	118	J. Price	Andar, Cushing, & Co., St. John, N.B.	Philadelphia	St. John, N.B.	Coal	Disasted; con-	-	W.N.W. 7	12 miles S.E. of Fire Island, Long Island, N.Y. Port.
28 Sept.	"Monks Haven" — 5 years.	Whitby	-	Barque, Comp.	372	W. Runieman	Smiles Bros., Whitby.	Swansea	Valparaiso	Coal	Burnt	-	N.W. 4	Lat. 36° 35' S., Long. 55° 43' W.
Suppd. Sept.	"Atlantic" — 16 years.	Sydney, N.S.W.	-	Schooner, W.	71	J. Wyatt	J. and T. Pen-	Richmond River.	Sydney, N.S.W.	Timber	Capized	5	-	Found off Charlotte Heads, N.S.W.
3 Oct.	"Annie Bell" — 1 year.	Sydney, C.B.	-	Schooner, W.	44	N. McKinnan	Sydney, C.B.	Baddeck, C.B.	St. Pierre, Gulf of St. Lawrence.	Hay, butter, and cattle, 2 passengers.	Burnt	-	W. 1	Between Cape Breton and St. Pierre, Gulf of St. Lawrence.

VESSELS TOTALLY LOST AND LIVES LOST.

4 Oct.	"Vencadores" 16 years.	Sunderland	L.L. cont. 1874, A 1, 676.	9	Barque, W.	465	15	L. Fletcher	W. Nicholson & Sons, Sunderland.	Porthcawl	Valparaiso	Coal	Burnt	—	—	—	—	Lat. 52° 29' S., Long. 72° W., South Pacific.
10 Oct.	"Clairellen" 6 years.	London	LL 12 A 1, 776	—	Barque, W.	435	14	J. King	W. A. Guesdon, London.	Hull	Valparaiso	Coal	Burnt	—	—	—	—	Lat. 29° 48' S., Long. 15° W., Atlantic.
12 Oct.	"Fidelity" 20 years.	Inverness	—	—	Schooner, W.	71	4	R. Livingstone	W. Darric, Glasgow.	Glasgow	Easdale	Coal	Burnt	—	—	—	—	S. 1 Loch Speiridh Island of Mull, Argyshire.
15 Oct.	"Attempt" 13 years.	Halifax, N.S.	—	—	Schooner, W.	15	3	P. De Gruchy	T. Landry, Grand Anse, N.B.	Pictou	Bay Chole, U.S.A.	Coal	Capsized	3	S.E. 8	—	—	Supposed 1 mile S.E. of Jourimane Light, Canada.
15 Oct.	"Zephyr" 37 years.	Belbst	—	—	Brigantine, W.	85	4	S. Mullin	Bedfast	Troon	Newry	Coal	Burnt	—	S.S.W. 6	—	—	Campbeltown Loch, Cantire, Argyshire, Frith of Clyde.
19 Oct.	"Kate Gregory" 16 years.	Calcutta	—	—	Ship, W.	1,012	49	C. J. S. Braddon	A. S. Saduck	Calcutta	Point de Galle.	Rice and oil-cake, 2	Burnt	—	—	—	—	Lat. 6° 10' N., Long. 83° 15' E., Indian Ocean.
25 Oct.	"Magnolia" 21 years.	Norway	Ver. 5/6, A 1, 1, for 3 years, from 874, 176.	—	Barque, W.	470	13	M. A. Forbeck	H. H. Kane, Norway.	Miramichi	London	Leaky; condemned	Leaky; condemned	—	W.N.W. 9	—	—	Between St. Paul's Island and Gulf of St. Lawrence and Cape Anguilla, Newfoundland.
1 Nov.	"Geraldine" 12 years.	N. Shields	L.L. cont. 1874, A 1, 676.	7	Barque, W.	348	12	T. S. Atkinson	J. Hedley, Blyth	Liverpool	Constantinople.	Cargo	Burnt	—	—	—	—	Off Galata Point, Dardanelles.
1 Nov.	"Industry" 84 years.	Exeter	—	—	Barge, W.	33	2	G. W. Pollard	W. Lawrence, Budleigh Salterton, Devon.	From Norwegian barque discharging in Exeter Bight.	Exeter	Benzoline	Burnt	—	N. 4	—	—	Exmouth Bight, River Exe, Devonshire.
1 Nov.	"Teviotdale" 7 years.	Glasgow	LL *A 1, 475	—	Ship, I.	1,260	26	R. Jones	J. and A. Roxburgh, Glasgow.	Bombay	Bombay	Coal	Burnt	—	—	—	—	Lat. 8° 20' S., Long. 71° 48' E., Indian Ocean.
12 Nov.	"Dunedin" 11 years.	Glasgow	—	—	Ship, W.	1,298	26	N. Stuart	— Caird, Glasgow.	Shields	Bombay	Coal	Burnt	—	—	—	—	Lat. 16° 25' S., Long. 62° E., Indian Ocean.
13 Nov.	"Speedwell" 23 years.	St. John, N.B.	—	—	Barque, W.	311	10	W. H. Jower	A. L. Palmer, St. John, N.B.	Patras	New York	Fruit	Leaky; sold as a hulk.	—	W. 9	—	—	40 miles W.N.W. of Cape Spartel, Morocco.
17 Nov.	"Conquest" 18 years.	Windsor, N.S.	—	—	Brigantine, W.	115	5	E. Saterbridge	J. Minnis, Aylesford, N.S.	Norfolk, U.S.A.	Berbee	Timber (staves).	Leaky; condemned	—	—	—	—	Lat. 29° 21' N., Long. 56° 47' W., N. Atlantic.
20 Nov.	"Oriana" 7 years.	Shelburne, N.S.	—	—	Brigantine, W.	115	7	— Doane	B. P. King, Shelburne, N.S.	Boston	Hayti	Unknown	Burnt	—	—	—	—	Harbour of Miriquan, Hayti.
25 Nov.	"James Landels" 6 years.	Halifax, N.S.	—	—	Brigantine, W.	137	7	D. McKinnon	R. T. Holman, Summerside, P.E.I.	Demerara	Summerside, P.E.I.	Ballast 1 passenger.	Abandoned	—	N.W. 10	—	—	Lat. 39° 39' N., Long. 65° 5' W., N. Atlantic.
28 Nov.	"Oceana" 37 years.	Sunderland	L.L. 14 A 1, 376	—	Barque, W.	488	13	J. Waters	J. Sanderson, Sunderland.	Colombo	Unknown	Rice	Burnt	—	—	—	—	In the port of Chittagong.
2 Dec.	"George" 4 years.	N. Shields	—	—	Lugger, W.	3	4	E. Stocks	J. Nicholson, Cullercoats, co. Northumberland.	Cullercoats, for fishing	Ballast	—	Capsized	3	E.S.E. 6	—	—	Entrance to Cullercoats Harbour, co. Northumberland.
10 Dec.	"Amadine" 10 years.	London	L.L. 14 A 1, 876	—	Barque, Compo.	547	14	J. Watson	M. H. Atkinson, N. Shields.	London	Penang	General	Burnt	—	—	—	—	Lat. 33° S., Long. 81° 49' E., Indian Ocean.
12 Dec.	"Othello" 19 years.	Liverpool	Ver. 5/6, A 1, 1, for 6 years, from 373, 874.	—	Ship, W.	1,904	24	A. Gulland	J. G. Whyte & Co., Liverpool.	Akyab	U.K., for orders.	Rice	Leaky; condemned	—	W.S.W. 10	—	—	Lat. 29° S., Long. 33° E., off Cape St. Lucia, Cape Colony.
14 Dec.	"Diadem" 13 years.	Rangoon	—	—	Ship, W.	1,005	40	F. Smith	E. Hopper, Rangoon.	Calcutta	Rangoon	General, 3 passers.	Burnt	—	N. 3	—	—	Lat. 14° 30' N., Long. 95° 30' E., Gulf of Martaban.
17 Dec.	"Sarah Ann" 14 years.	St. John's, Newfld.	—	—	Schooner	30	Say 5	J. Hart	J. Brown, Bonavista Bay.	At anchor in Harbor Grace	—	—	Vessel drove out of the harbour and has not been heard of.	—	—	—	—	—
18 Dec.	"Pilgrim" 23 years.	Whitby	—	—	Snow, W.	229	8	R. Weatherstone	Executors of J. Skerry, Robin Hood's Bay, Yorkshire.	Sunderland	Southampton	Coal	Burnt	—	—	—	—	2 miles off Grimsby, Lincolnshire.
—	"Nelly" 23 years.	Port Louis, Mauritius.	—	—	Schooner, W.	98	10	A. Houdet	A. Sazor, Mauritius.	Bombay	Tuticorin	Grain	Loss of sails, &c.; condemned.	—	—	—	—	On voyage, West Coast of India.

VESSELS TOTALLY LOST AND LIVES LOST.

(4) CASUALTIES FROM OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons. Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1876.	"Rachel" - 16 years.	Port Louis, Mauritius.	-	Barque, W.	335	A. Cadier	A. Decintie, Mauritius.	Vohemar, Madagascar.	Port Louis, Mauritius.	Bullocks -	Leaky; condemned	-	-	On voyage, Indian Ocean.
1877.	"Ada" - 1 year.	Charlottetown, P.E.I.	LL 5 A, 976	Schooner, W.	113	R. B. Anderson	G. D. Longworth & Co., Charlottetown P.E.I.	Georgetown	St. John's, Newfld.	Oats and fresh meat.	Contact with ice -	-	W.S.W. 1	Off Iquique, Cape Breton.
9 Jan.	"Abeona" - 59 years.	Yarmouth	-	Schooner, W.	69	F. Sayers	H. H. Barber, Great Yarmouth.	Sunderland	Gt. Yarmouth	Coal -	Leaky; condemned	-	E.S.E. 5	7 miles N.E. of Whitby, Yorkshire.
10 Jan.	"New William and Mary," 44 years.	Maldon	-	Schooner, W.	62	D. Clements	C. Holmes, Burnham.	Hartlepool	Orford	Coal -	Sprang a-leak and was afterwards converted into a hulk.	-	E.S.E. 5	6 miles S.E. of the Dudgeon Light-vessel, off Lincolnshire, North Sea.
13 Jan.	"Howard M." - 28 years.	Port Hawkesbury, N.Z.	-	Schooner, W.	54	W. Murray	Port Hawkesbury	Georgetown, P.E.I.	Unknown	Oats and potatoes.	Crushed by ice -	-	-	3 miles off Long Point, C.B.
24 Jan.	"Essie" - 6 years.	Banff	LL 9 A 1, 376	Schooner, W.	99	R. Forquhar	J. B. Gunn, Banff.	London	Pomaron	General -	Burnt -	-	W. 4	20 miles S. by E. of the Scilly Islands.
26 Jan.	"Priscilla May" - 3 years.	Pugwash, N.S.	-	Brigantine, W.	200	D. Merriam	R. Taylor, Halifax.	Prince Edward Isld.	New York	Potatoes -	Crushed by ice -	-	-	Strait of Canso, Nova Scotia.
- Jan.	"Imogene" - 19 years.	Liverpool	-	Barque, -	311	R. Spence	C.T. Bowring & Co., Liverpool.	Pernambuco	Liverpool	Cotton and sugar.	Burnt -	-	-	Discovered 4 miles from the Rocas, S. Atlantic.
Suppl. Jan.	"Idler" - 1 year.	St. John's, Newfld.	-	Schooner, W.	26	W. H. Buffett	Grand Bank, Newfld.	Prince Edward Isld.	Fortune Bay	Potatoes -	Capsized -	4	-	Found in Connemara Bay, Newfld.
2 Feb.	"Bright Light" - 3 years.	St. John's, Newfld.	-	Schooner, W.	76	H. W. Chum	P. & L. Tessier, St. John's, Newfld.	Turk's Island	St. John's, Newfld.	Fish -	Leaky; condemned	-	N.E. by E. 5	23 miles north of Grand Turk, Bahamas.
6 Feb.	"Bavaria" - 20 years.	Liverpool	-	S.S., I.	1,449	H. C. Williams	Mississippi, Dominion S.S. Co., Liverpool.	New Orleans	Liverpool	Rosin, cotton, and specie.	Burnt -	-	E.S.E. 4	Lat. 31° 14' N., Long. 75° 42' W., North Atlantic.
14 Feb.	"Treshope" - 1 year.	Newcastle	LL 100 A 1, 876	Ship, I.	1,485	J. McDearnid	T. S. Shields.	Shields	Singapore	Coal -	Burnt -	-	S.-	Lat. 7° 29' S., Long. 108° 50' E., Indian Ocean, near Sumatra.
23 Feb.	"John and Elizabeth," 7 years.	Whitby	-	Lugger, W.	2	D. Dobson	Whitby	Whitby, for fishing	-	Ballast -	Capsized -	1	N.N.E. 7	Whitby Harbour entrance, Yorkshire.
27 Feb.	"Anglia" - 28 years.	Liverpool	LL 100 A 1, 876, S.S. 76, 478.	Barque, W.	525	R. C. Downie	B. French, Liverpool.	Amsterdam	New York	Empty casks	Burnt -	-	N.N.W. 7	30 miles S.E. of Orfordness, co. Suffolk.
9 Mar.	"Lady Turner" - 9 years.	Salcombe	LL 11 A 1, 876	Barque, -	430	J. F. Vincent	E. Jarvis, Kingsbridge.	Melbourne	Colombo	Bone dust -	Burnt -	-	N.E. 4	Lat. 6° N., Long. 85° E., Indian Ocean.
9 April	"Britannia" - 5 years.	Newport, Mon.	-	Steam Tug-boat, W.	11	J. Batten	J. L. Jones, Newport, Mon.	Newport, Mon.	Cardiff Roads	Ballast -	Explosion of boilers.	2	E.N.E. 3	1 mile E. of Cardiff, Bristol Channel.
20 April	"Regina" - 26 years.	Workington	-	Brigantine, W.	110	J. Bragg	H. Ferguson, Workington.	Workington	Drogheda	Coal -	Striking some unknown object in the water.	-	S. 2	About 4 miles W.N.W. of Clogher Head, co. Down.
25 April	"Rifleman" - 17 years.	London	LL cont. 1874, 9 A 1, 776.	Barque, W.	347	- Kennedy	G. S. Simpson, London.	Demerara	London	Sugar, rum, and cocoa.	Burnt -	-	-	Lat. 26° N., Long. 55° W., N. Atlantic.
5 May	"Jane" - 7 years.	Ardrrossan	-	S.S., W.	27	J. Smith	J. Paley, Preston.	Bowling	Preston	Ballast -	Burnt -	-	- 5	River Ribble, Lancashire.

VESSELS TOTALLY LOST AND LIVES LOST.

13 May	"Hastings"	Shoreham	Brig. W.	224	8	E. Payne	W. May, Shoreham.	Shields	Stockholm	Coal, coke, and 3 passes.	Contact with ice	W. 3
6 June	"Canadian"	Hull	S.S., L.	590	19	B. Whitehouse	W. Tulley & Co., Hull.	Marseilles	Cronstadt	Olive oil	Burnt	—
30 June	"Flora"	Unknown.	(No. 1 Port-der Hulk), W.	40	3	G. Calver	Wood, Gravesend.	(Moved at the Powder Section, Gravesend Reach).	Cartridges, detonators, and naval stores.	Explosion; vessel blown to atoms.	3	E. 2

SUMMARY OF OTHER CAUSES.

BRITISH VESSELS.												FOREIGN VESSELS.			
Vessels belonging to the United Kingdom.												Total.			
Vessels belonging to the Colonies.												Total.			
Sailing.												Sailing.			
Steam.												Steam.			
Total.												Total.			
Sailing.												Sailing.			
Ton- nage.												Ton- nage.			
No.												No.			
1876, Jan. to June	5	3,704	—	5	3,704	2	94	7	3,798	—	7	—	—	—	7
1876, July to Dec.	18	8,935	1	813	9,748	2	302	33	12,912	3	1,115	2	1,639	1	2,339
1877, Jan. to June	12	3,704	4	2,077	5,781	—	—	17	4,173	4	2,077	—	—	—	21
	35	16,343	5	2,890	19,233	2	4,540	57	20,883	7	3,192	2	1,069	1	2,339
															67
															8,793
															16,366
															6,250
															26,414

(5) MISSING VESSELS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and No. of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1875.	"Hector," 10 years.	Sydney, N.S.W.	—	Schooner, W.	115	6	J. Johnson	T. W. Brown, Sydney, N.S.W.	Newcastle, N.S.W.	Richmond	Coal	6	Not heard of since sailing on 2nd February 1875.
—	"Hero," 26 years.	Goole	—	Schooner, W.	75	4	W. Dawson	R. Jackson, Goole	Dunkirk	London	Potatoes	4	Not heard of since sailing on 22nd February 1875.
—	"Comet," Unknown.	Dunedin, N.Z.	—	Barque, W.	350	13	J. Cooper	Findlay & Co., Dunedin, N.Z.	Dunedin, N.Z.	Hobart Town	Ballast	13	Not heard of since leaving Port Chalmers on 27th February 1875.
—	"W. Gordon," 11 years.	Ardrossan	—	Brigantine, W.	266	10	J. Hoy	J. Gibson, Melbourne.	Ardrossan	S. Australia. Port unknown.	Ballast	10	Not heard of since leaving Cape of Good Hope on 15th June 1875.
—	"Chanticleer," 16 years.	Hobart Town	—	Brig, W.	186	11	D. T. McIntyre	C. Dowdell, Hobart Town.	Oamaru, N.Z.	Hobart Town	Ballast	11	Not heard of since sailing on 9th July 1875.
—	"Kohinoor," 1 year.	Liverpool, N.S.	—	Schooner, W.	120	7	J. McLeod	E. McLeod, Liverpool, N.S.	Lockeport, N.S.	Barbadoes	Fish and lumber.	7	Not heard of since sailing on 22nd August 1875.

VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1876.	"Bessie" 4 years.	Halifax, N.S.	-	Brigantine, W.	130	9	J. Ryan	J. Butler & Co., Halifax, N.S.	Malaga	Halifax, N.S.	Fruit	9	Not heard of since sailing on 23rd October 1875.
-	"Herald" 43 years.	Boston	-	Schooner, W.	69	4	C. Sharman	C. Sharman	Newcastle	Cowes	Coal	4	Not heard of since sailing on 19th November 1876.
-	"Aberfoyle" 1 year.	Greenock	Lt. 100 A 1, 3.75	Barque, I.	600	18	A. Fox	W. & J. Crawford, Greenock.	Iquique	Queenstown or Falmouth, for orders.	Nitrate of soda.	18	Not heard of since sailing on 11th January 1876.
-	"Floretta" 2 years.	Lunenburg, N.S.	-	Schooner, W.	71	6	E. Rhuland	E. Hirdle, Lunenburg, N.S.	Jamaica	Boston, U.S.	Coffee	6	Not heard of since sailing on 19th January 1876.
-	"Dalecarlia" 1 year.	Liverpool	Lt. 100 A 1, 7.75. Red, 8.75.	Ship, I.	1,443	31	J. B. Turner	E. Bates & Son, Liverpool.	Calcutta	London	Rice, jute, linseed.	31	Not heard of since leaving Sandheads on 1st February 1876.
-	"Grenada" 12 years.	Greenock	Lt. cont. 3.74, 7 A 1, 8.75.	Ship, W.	683	16	J. McLaren	J. Kerr & Co., Greenock.	Java	Queenstown	Sugar	16	Not heard of since sailing on 5th February 1876.
-	"Lammermuir" 11 years.	London	Lt. *AA 1, 7.74. Liverpool 20 years, Red, 8.75.	Ship, I.	1,054	28	J. N. Smith	J. Willis & Sons, London.	Calcutta	London	Rice	28	Not heard of since being spoken in Lat. 13° 43' N., Long. 90° 8' E., on 14th February 1876.
-	"Coronella" 2 years.	Inverness	Lt. 10 A 1, 4.74	Three-masted Schooner, W.	259	9	W. Gray	G. Lawrie, Bugehead.	Port Louis, Mauritius.	Liverpool	Sugar and rum	9	Not heard of since sailing on 15th February 1876.
-	"Rifle" 16 years.	Liverpool	Lt. 9 A 1, 8.75	Barque, W.	324	11	G. Greaves	J. Gates, Birkenhead.	Newcastle, N.S.W.	Hong Kong	Coal	11	Not heard of since sailing on 24th March 1876.
-	"Prospero" 3 years.	Liverpool	Ver. 33, L. 1, 1, for 9 years, from 6.75, 8.75.	Ship, W.	1,328	26	— Wilmarth	H. Fernie, Liverpool.	Rangoon	Liverpool	Rice	26	Not heard of since sailing on 30th March 1876.
-	"St. Bernard" 15 years.	Liverpool	Lt. cont. 6.73, 7 A 1, 11.74.	Barque, W.	448	15	T. Fookes	R. Girvin, Liverpool, and O. Cunliffe, Birmingham.	Iquique	Queenstown	Nitrate of soda	15	Not heard of since sailing on 31st March 1876.
-	"Symmetry" 10 years.	Swansea	Lt. cont. 10.72, 4 A 1, 12.74.	Brigantine, W.	199	5	— Swapp	H. Hoskin, Swansea.	Sombro	Gloucester	Phosphate of lime.	5	Not heard of since 1st April 1876.
-	"Palm" 27 years.	W. Hartlepool	-	Barque, W.	258	9	H. Cloke	J. Bedington, W. Hartlepool.	W. Hartlepool	Pillau	Coals	9	Not heard of since 10th April 1876.
-	"Commerce" 30 years.	Lowestoft	-	Schooner, W.	61	4	M. Brooks	G. Sandford, Cromer.	Lowestoft	Hartlepool	Ballast	4	Not heard of since 13th April 1876.
-	"Richard Wright" 4 years.	St. John, N.B.	Ver. 33, L. 1, 1, for 9 years from 11.72, 12.74.	Ship, W.	1,853	25	W. Cruickshank	Nevins, Welsh, & Co., Liverpool.	Bassett	Liverpool	Rice	25	Not heard of since being spoken off Natal on 16th April 1876.
-	"Monarch" 32 years.	London	Lt. A 1, Red, 6.74	Ship, W.	1,364	28	F. W. Bonner	R. W. Morris, Bristol.	Rangoon	Bombay	Teak	28	Not heard of since sailing on 26th April 1876.
-	"Brion" 62 years.	Seychelles	-	Brig, W.	166	13	J. Berlois	— Brooks, Seychelles.	Mahé, Seychelles.	Port Louis, Mauritius.	Sundries, 13 passengers.	28	Not heard of since sailing on 25th May 1876.
-	"Delta" 12 years.	Glasgow	Lt. 15 A 1, 3.76	Barque, W.	246	11	T. Kelley	J. Walsh, Liverpool.	Lagos	Deal, for orders	Palm kernels	11	Not heard of since sailing on 31st May 1876.
-	"Britain's Pride" 18 years.	Wellington, N.Z.	-	Brig, W.	178	Suppl. 8	J. Linklater	Beck & Tonks, Wellington, N.Z.	Hobart, Tasmania.	Wellington, N.Z.	Timber fruit, 4 passers.	12	Not heard of since sailing on 17th June 1876.
-	"Scotia" 19 years.	Glasgow	-	S.S., I.	911	81	E. R. Foster	Unknown. Had been sold by B.I.S.N. Co. to residents at Penang.	Calcutta	Penang and Singapore.	General	81	Not heard of since sailing on 17th June 1876.
-	"Tamesa" 7 years.	London	Lt. 16 A 1, 9.75	Barque, Compo.	713	18	— Green	R. Jolly & Co., London.	Hiro, Japan	Yokohama, Japan.	Ballast	18	Not heard of since sailing on 17th June 1876.

VESSELS TOTALLY LOST AND LIVES LOST.

"British King," 7 years.	Liverpool	Ll. * A A 1, 576, Liv. 20 years, Red, 775.	Ship, I.	1531	N. W. Kutter owners Liverpool, Co., O. Davies, Cardiff	Callao	-	Ostend	-	Guano	11	Not heard of since sailing on 4th July 1876.
"Florence Braghton," 12 years.	London	Ll. cont., 10,75, 7 A 1, 875.	Barque, W.	368	-	-	-	-	-	Coal	14	Not heard of since being seen on 4th July 1876.
"Herradura," 14 years.	Swansea	Ll. * A A 1, 676	Barque, I.	499	H. J. Mudge, Swansea.	Swansea	-	Valparaiso	-	Wheat	5	Not heard of since being seen on 14th July 1876.
"Daisy," New.	Middlesboro'	Ll. 100 A 1, 576	Schooner, I.	113	J. M. Nankivell	Cronstadt	-	Elisnore, for orders.	-	General, 7 pas- sengers.	10 (3 crew, 7 pass.)	Not heard of since sailing on 18th July 1876.
"Banana Bird," 1 year.	Not registered	-	Cutter, W.	5	P. A. Moodie, Pt. Antonio, Jamaica.	Port Antonio, Jamaica.	-	Kingston, Ja- maica.	-	Tobacco and rum, 1 passen- ger.	7 (6 crew, 1 pass.)	Not heard of since sailing on 19th July 1876.
"Sugar Cane," Unknown.	Not registered	-	Sloop, W.	Unknown. See 38	J. McKenzie	Port Antonio, Jamaica.	-	Kingston, Ja- maica.	-	Supposed coal	9 Say 9	Not heard of since sailing on 22nd July 1876.
"Moneynick,"	Auckland, N.Z.	-	Barque, W.	289	J. Moreton	Newcastle, N.S.W.	-	Timaru, N.Z.	-	Coal	5	Not heard of since sailing on 2nd August 1876.
"Magic," Unknown.	Ramsgate	-	Schooner, W.	97	W. J. Doughty, Margate	Sunderland	-	Margate	-	General, 38 pas- sengers.	71 (35 crew, 38 pass.)	Not heard of since sailing spoken in Lat. 48° N., Long. 9° W., on 12th August 1876.
"Great Queensland," 24 years.	London	Liv. 20 yrs., Black, 776.	Ship, I.	1,698	Taylor, Bethell, & Co., London.	London	-	Melbourne	-	Sugar	10	Not heard of since sailing on 12th August 1876.
"Matchless," 17 years.	Guernsey	Ll. cont. 672, 8 A 1, 1275.	Brigantine, W.	239	J. B. Marquand, Guernsey.	St. Lucia	-	English port, for orders	-	Coal	6	Not heard of since sailing about 21st August 1876.
"Atalanta," 45 years.	Sunderland	-	Brig. W.	184	E. R. Dix, Sun- derland.	Sunderland	-	Carlskrona, Sweden.	-	Iron ore	18	Not heard of since sailing port on 23rd August 1876.
"Rinaldo," 10 years.	Sunderland	Ll. A C 1, 376	S.S., I.	539	G. Swainston, Sunderland.	Canterbury	-	Cette	-	Coal	10	Not heard of since sailing on 24th August 1876.
"Rachael," 11 years.	Llanelli	Liv. 18 years, Red, 376.	Brig. I.	246	Llanelli Iron Ship- ping Co., Llanelli.	Penbrey	-	Montreal	-	Salt	19	Not heard of since being spo- ken off Pulo Bralla on 24th August 1876.
"Zoe," 17 years.	Singapore	-	Brig. W.	295	H. W. Tildemann	Ban Lam	-	Singapore	-	Linseed	29	Not heard of since sailing spoken in Lat. 38° S., Long. 8° E., on 29th August 1876.
"Grand Duke," 6 years.	Liverpool	-	Ship, W.	1,429	-	Calcutta	-	Hull	-	Ballast	7	Not heard of since sailing on 29th August 1876.
"Eugene," 2 years.	Parrsboro'	-	Schooner, W.	133	D. Merriam	Jamaica	-	Turk's Island	-	Ballast	3	Not heard of since sailing in August 1876.
"Perseverance," 35 years.	Peterhead	-	Schooner, W.	51	J. M. Williams	Swinemunde, Prussia.	-	Peterhead	-	Deals	8	Not heard of since sailing on 5th September 1876.
"Alice M.," 10 years.	St. John, N.B.	-	Brigantine, W.	288	T. Tufis, St. John, N.B.	Porto Rico.	-	Baltimore, U.S.A.	-	Sugar	9	Not heard of since putting to sea on 10th September 1876, of a hurricane on 14th Sep- tember 1876.
"Marble B.," 9 months.	Liverpool, N.S.	-	Brigantine, W.	276	J. R. Henderson	Turk's Island	-	Port Hayti	-	Ballast, 1 pas- senger.	6 (5 crew, 1 pass.)	Not heard of since sailing on 14th September 1876.
"Brisk," 9 years.	Turks Island	-	Schooner, W.	22	A. Gardner	Liverpool	-	Bombay	-	Coal	8	Not heard of since sailing on 19th September 1876.
"Circassian," 1 year.	Quebec	Ver. 3/8, L. 1. 1., for 10 years, Iron 376, 876.	Ship, W.	1,495	W. H. Ross & Co., Liverpool.	Villa Real, Spain	-	Cardiff	-	Sulphur ore	9	Not heard of since sailing on 20th September 1876.
"Beryl," 8 years.	Workington	Ll. 13 A 4, 874	Brig. W.	198	T. Emerson	Cardiff	-	Santa Catharina, Brazil.	-	Coal, 6 passen- gers.	29 (23 crew, 6 pass.)	Not heard of since sailing on 21st September 1876.
"Challenge," 1 year.	Dundalk	Ll. 12 A 1, 176	Brigantine, W.	185	W. Murray	Cardiff	-	Rio Janeiro, Brazil.	-	Coal	27	Not heard of since sailing Dover on 26th September 1876.
"Kent," 25 years.	Liverpool	-	Ship, W.	1,324	-	Shields	-	Alexandria	-	Coal and pig iron	17	Not heard of since sailing on 27th September 1876.
"Tonina," 20 years.	London	Liv. 18 years, Black, 1275.	S.S., I.	1,145	C. Hyde	Ardrossan	-	Rochefort, France.	-			
"Govan," 4 years.	Glasgow	Ll. 100 A 1, 776	S.S., I.	311	J. Walker		-		-			

VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers. (if any).	No. of Lives Lost.	When last heard of or seen.
1876.	"Zampa" 1 year.	Newcastle	Ll. 100 A 1, 976	S.S. I.	1,083	26	E. Lawson	H. R. Tully, Newcastle.	Newcastle	Aden	Coal	23	Not heard of since passing through the Downs on 27th September 1876.
—	"Royal Arch" 10 years.	Jersey	Ll. cont. 1075, 8 A 1, 376.	Dandy, W.	42	4	E. Levêgue	G. Allix, Jersey	Roscoff, France	Pontaven, France	Ballast, 1 passenger.	5 (4 crew, 1 passenger.)	Not heard of since sailing on 3rd October 1876.
—	"Northern Chief" 15 years.	Halifax, N.S.	-	Schooner, W.	51	6	J. J. Herault	P. Robin & Co., Jersey.	Chetivamp	Arichat, C.B.	Codfish and oil	6	Not heard of since sailing on 8th October 1876.
—	"Maggie" 8 months.	Aberdeen	Ll. 10 A 1, 473	Schooner, W.	110	6	W. Robinson	J. McLaughlan, Aberdeen.	Dantzio	London	Wheat	6	Not heard of since passing Elsinore on 6th October 1876.
—	"May" New.	Middlesboro'	Ll. 100 A 1, 776	Schooner, I.	113	5	C. Pepin	W. Lennard, Middlesboro'.	Gijon, Spain	Malaga	Coal	5	Not heard of since sailing on 8th October 1876.
—	"Recruit" 6 years.	Penzance	Ll. 9 A 1, 175	Schooner, W.	59	4	T. Tonkins	J. Simons, Porthleven.	Battle, Labrador	Teignmouth	Codfish	4	Not heard of since sailing on 8th October 1876.
—	"Alcane" 6 months.	Shelburne, N.S.	-	Schooner, W.	77	14	W. E. Lennox	Unknown	Canse, N.S.	Shelburne, N.S.	Salted codfish	14	Not heard of since sailing on 10th October 1876.
—	"S. P. W." 1 year.	Plymouth	Ll. 11 A 1, 576	Schooner, W.	90	5	J. Pengelly	J. Westcott, Plymouth.	Newport, Mon.	Plymouth	Coal	5	Not heard of since sailing on 12th October 1876.
—	"Compeer" 2 years.	Londonderry, N.S.	Ver. 3/3, L. 1, 1, for 7 years, from 11/74, 10/76.	Brigantine, W.	364	11	H. Forbes	T. E. Kenny, Halifax, N.S.	Workington	Halifax, N.S.	Steel rails	11	Not heard of since sailing on 20th October 1876.
—	"Cynthia" 27 years.	Great Yarmouth.	-	Lugger, W.	27	11	Wainer	J. Roberts, Great Yarmouth.	Great Yarmouth, for fishing	-	Ballast	11	Not heard of since being seen near Winterton, Ridge on 22nd October 1876.
—	"Royal Family" 12 years.	Liverpool	Ll. cont. 473, 5 A 1, 11/74.	Ship, W.	1,199	21	A. Fowler	J. P. Smith, Liverpool.	Bassein	Liverpool	Rice and teak	21	Not heard of since sailing on 23rd October 1876.
—	"Maggie Hunter" 17 years.	St. Catharines, Ont.	-	Schooner, W.	169	7	F. Nixon	S. Hunter, Toronto	Oswego	Toronto	Coal, 1 passenger	8 (7 crew, 1 pass.)	Not heard of since leaving Oswego — October 1876.
—	"Annie" 4 years.	Port Hawkesbury.	-	Schooner, W.	21	4	Unknown	H. K. Maclean, Margaree, N.S.	St. Pierre, Miquelon	Margaree, N.S.	Ballast, 1 passenger.	5 (4 crew, 1 pass.)	Last seen S.W. of St. Pierre, R. St. Lawrence on 1st November 1876.
—	"Buckhorn" 1 year.	Liverpool	Ver. 3/3, L. 1, 1, for 9 years, from 7/75, 11/77.	Barque, W.	770	16	B. Williams	W. Thomas, Liverpool.	Akyab	English port, for orders.	Rice	16	Not heard of since leaving St. Helena on 8th November 1876.
—	"Hopful" 15 years.	Grimby	-	Dandy, W.	51	5	J. Carlton	A. Doust, Grimsby	Grimsbys, for fishing	-	Ballast	5	Not heard of since sailing on 8th November 1876.
—	"Search" 19 years.	Whitehaven	Ll. cont. 1369, 8 A 1, 8/75.	Brig, W.	175	6	J. Jones	T. Middleton, Whitehaven.	Saffi, Morocco	British port, for orders.	Maize	6	Not heard of since sailing on 9th November 1876.
—	"Eliza" 17 years.	Dublin	-	Schooner, W.	82	5	W. Kearon	W. Kearon, Arklow.	Liverpool	Dublin	Coal	5	Last seen off Point Lynas, on 10th November 1876.
—	"Sea Gull" 6 years.	Sydney, N.S.W.	-	Ketch, W.	14	3	G. Coulton	P. Owen and W. Tobin, Lake Macquarie.	Sydney, N.S.W.	Newcastle, N.S.W.	Ballast	3	Not heard of since sailing on 10th November 1876.
—	"Tanaro" 14 years.	Whitehaven	Ll. cont. 673, 7 A 1, 8/73.	Brig, W.	140	7	D. Harris	T. Courman, Whitehaven.	Newport, Mon.	Huelva	Iron rails and coal.	7	Not heard of since sailing on 16th November 1876.
—	"Augustina" 11 years.	Quebec	-	Barque, W.	297	—	Mictou	J. G. Ross, Quebec	Quebec	Monte Video	Unknown	Say 10	Not heard of since sailing on 23rd November 1876.
—	"Pardo" 2 years.	Liverpool	Ll. 100 A 1, 11/74. Ver. 1, Div. 3, 3 L, from 11/74, 11/74.	S.S. I.	763	22	E. Trotman	Brazil Steamship Co., Limited, Liverpool.	Saigon	Hong Kong	Rice, 4 Euro-peans, Chinese.	99 (22 crew, 77 pass.)	Not heard of since sailing on 25th November 1876.
—	"Karrink" 6 years.	Troon	Ver. 3/3, A. 1, 1, for 9 years, from 6/76, 12/74.	Barque, W.	530	14	G. Cook	W. G. Currie	Philadelphia	Leith	Maize and oil-cake.	14	Not heard of since sailing on 25th November 1876.

VESSELS TOTALLY LOST AND LIVES LOST.

"Meg"	15 years.	Sligo	-	-	Brig. W.	187	8	J. Alexander	W. Petrie, Sligo	Bay of Islands, Newfld.	Sligo	Herrings & timber, 2 passers.	10 (3 crew, 2 passers.)	Not heard of since sailing on 28th November 1876.
"Radiant"	28 years.	N. Shields	-	Li. A 1, Red, 5.75	Brig. W.	204	7	W. H. Schollar	R. Richardson, Amble.	Blyth	Lubeck	Coal	7	Not heard of since leaving Bergen, on 20th November 1876.
"Resolution"	34 years.	Plymouth	-	-	Schooner, W.	83	6	R. Woods	T. T. Short, Plymouth.	Corunna	Plymouth	Cattle	6	Not heard of since sailing on 30th November 1876.
"Maud"	23 years.	Halifax, N.S.	-	-	Schooner, W.	57	-	G. S. Bunker	N. Owen, St. Margaret's Bay, N.S.	St. Margaret's Bay, N.S.	Bonne Newfld.	Ballast	Say 4	Not heard of since November 1876.
"Urania"	45 years.	Sydney, N.S.W.	-	-	Schooner, W.	101	6	R. McMaster	T. Kehoe, Sydney, N.S.W.	Newcastle, N.S.W.	Sydney, N.S.W.	Coal	6	Not heard of since sailing on 2nd December 1876.
"Ella"	6 months.	London	-	Li. 100 A 1, 5.76	Brig. I.	229	11	W. Johnston	H. F. Watt, Liverpool.	New York	Queensdown	Grain	11	Not heard of since sailing on 5th December 1876.
"Ethel Bolton"	11 years.	St. Andrew's, N.B.	-	-	Brigantine, W.	265	8	W. W. Haney	Z. Chipman, St. Stephen's, N.B.	St. John, N.B.	Cardenas	Shooks	8	Not heard of since sailing on 5th December 1876.
"Lydia"	New.	Charlottetown, P.E.I.	-	Li. 7 A 1, 10.76	Brigantine, W.	278	8	W. Clow	S. Powse, Murray Harbour, P.E.I.	Murray Harbour, P.E.I.	Queensdown	Fish in bulk and oats.	8	Not heard of since sailing on 5th December 1876.
"Bessie Gardner"	6 years.	Yarmouth, N.S.	-	-	Schooner, W.	59	6	B. Oresby	Leid. Porter, & Co., Yarmouth, N.S.	Yarmouth, N.S.	Martique, W.I.	Dry fish & lumber.	6	Not heard of since sailing on 6th December 1876.
"Thalia"	60 years.	S. Shields	-	Li. 2 E 1, 8.74	Brig. W.	237	9	G. Vallack	J. N. Young, Shields.	Oran	Berwick	Esports grass and iron ore.	9	Not heard of since sailing on 7th December 1876.
"Clarence"	New.	Yarmouth, N.S.	-	-	Brig. W.	138	6	J. K. Butter	B. Rogers & Sons, Yarmouth, N.S.	Yarmouth, N.S.	Martique	Dry fish & lumber.	6	Not heard of since sailing on 8th December 1876.
"Gybe"	10 years.	St. John's, Newfld.	-	-	Schooner, W.	35	4	J. Farrell	W. Heeky, Bay de North, Fortune Bay, Newfld.	St. John's, Newfld.	Bay de North	General cargo	4	Not heard of since sailing on 8th December 1876.
"Earnest"	4 years.	Grimsby	-	-	Dandy, W.	72	5	J. Smithbone	W. Moody	Grimsby, for fishing	Ballast	Ballast	5	Not heard of since sailing on 9th December 1876.
"Balclutha"	26 years.	Greenock	-	Li. A 1, Red, 4.73	Brigantine, W.	212	8	T. Alton	Miss M. G. Aiton, Staines.	St. John's, Newfld.	Bristol	Oil and flour	8	Not heard of since sailing on 11th December 1876.
"England's Beauty"	15 years.	Brixham	-	Li. cont. 6.74 & A 1, 3.75.	Schooner, W.	128	6	J. Philip	E. Vittery, Brixham.	Harbour, Newfld.	Plymouth	Dried cod fish	6	Not heard of since sailing on 11th December 1876.
"Advance"	9 years.	Hull	-	-	Ketch, W.	61	5	G. Foote	R. Jordan, Hull	Hull, for fishing	Ballast	Ballast	5	Not heard of since sailing on 13th December 1876.
"Firefy"	4 years.	St. John's, Newfld.	-	-	Schooner, W.	97	7	W. J. Adams	J. G. Joy, St. John's, Newfld.	Bonne Newfld.	St. John's, Newfld.	Herrings, passers.	28 (7 crew, 21 passers.)	Not heard of since sailing on 15th December 1876.
"Jeanie"	16 years.	Melbourne	-	Ver. 5/6, A. 1, 1., for 4 years, from 12.73, 5.74.	Barque, W.	504	10	N. P. Berry	T. Donnison and C. A. De Wolf, New York.	New York	Penarth Roads, for orders.	Wheat, flour, &c.	10	Not heard of since sailing on 15th December 1876.
"Mary Cutler"	19 years.	St. John's, Newfld.	-	-	Schooner, W.	33	5	T. Ezekiel	J. N. Finlay, St. John's, Newfld.	St. John's, Newfld.	Conception Bay	General, passers.	11 (5 crew, 3 passers.)	Not heard of since sailing on 15th December 1876.
"Augustine"	2 months.	Prince Edward Island.	-	Li. 7 A 1, 11.76	Barque, W.	448	11	A. H. MacDonald	A. J. MacDonald, Georgetown, P.E.I.	Three Rivers, P.E.I.	Bristol	Oats	11	Not heard of since leaving the Straits of Canseau on 16th December 1876.
"Theotis"	1 year.	St. John's, Newfld.	-	-	Brigantine, W.	175	8	J. Sullivan	P. Hutchins, St. John's, Newfld.	St. John's, Newfld.	Liverpool	Fish and oil	8	Not heard of since sailing on 16th December 1876.
"Walter and Albert"	9 years.	Hull	-	-	Smack, W.	55	5	H. Howe	Mrs. Edwards, Hull.	Hull, for fishing	Ballast	Ballast	5	Not heard of since sailing on 16th December 1876.
"William"	3 years.	St. John's, Newfld.	-	-	Schooner, W.	55	7	R. Prite	J. B. Tobin, Twillingate.	St. John's, Newfld.	Twillingate	General	7	Not heard of since sailing on 16th December 1876.
"Wells"	6 years.	Hull	-	Liv. 18 years, Red, 1.76.	S.S., I.	1,102	22	J. Pickernell	C. Wells, Hull	Memel	Unknown	Linseed and hemp.	22	Not heard of since sailing on 18th December 1876.
"Ellen Jones"	9 years.	Carnarvon	-	Li. 12 A 1, 7.76	Brigantine, W.	179	7	- Roberts	D. Jones, Portmadoc.	Dantzic	Gloucester	Wheat	7	Not heard of since being spoken in the Cattagat on 19th December 1876.
"Halley"	1 year.	N. Shields	-	Liv. 13 years, Red, 5.75.	S.S., I.	882	23	T. Marcus	Wilkie and Turnbull, N. Shields.	Odessa	Falmouth	Wheat	23	Not heard of since passing Cattagat on 23rd December 1876.

VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers, (if any).	No. of Live Lost.	When last heard of or seen.
1876.	"Cairo" 19 years.	Liverpool	Liv. 20 years, Black, 3,75.	Ship, I.	1,443	20	Irvine	T. H. Johnson	London	Melbourne	General, 19 passengers.	45 (26 crew, 19 pass.)	Not heard of since being spoken on 26th December 1876.
—	"Colombo" 4 years.	Hull	Liv. 20 years, Red, 1,75.	S.S. I.	1,650	43	Laver	T. Wilson, Sons, & Co., Hull.	Hull	New York	General	43	Not heard of since being spoken in Lat. 43° 28' N., Long. 85° 33' E., on 26th December 1876.
—	"Lighthouse" 14 years.	Ardrossan	Lt. A 1, Red, 6,76	Brigantine, W.	119	5	McPeake	D. McClell, Glasgow, gov.	Liverpool	Dublin	Iron rails	5	Not heard of since sailing on 26th December 1876.
—	"Maggie Val" 9 years.	Halifax, N.S.	—	Brig, W.	430	10	Fields	B. C. Hays, Halifax, N.S.	Richmond, U.S.A.	Rio Janeiro	Flour	10	Not heard of since leaving Hampton Roads, Virginia, U.S.A., on 28th December 1876.
—	"Active" 10 years.	Ramsgate	—	Smack, W.	32	5	J. Hardy	J. Catt, jun., Ramsgate.	Ramsgate, for fishing	—	Ballast	5	Not heard of since sailing on 29th December 1876.
—	"Britannia" 19 years.	Perth	Lt. A 1, 4,75	Schooner, W.	77	4	Speed	H. Speed, Newburgh.	Leven	Gravelines	Coal	4	Not heard of since sailing on 29th December 1876.
—	"Restless" 3 years.	Ramsgate	—	Smack, W.	18	4	Andrews	P. Bartlett, Ramsgate.	Ramsgate, for fishing	—	Ballast	4	Not heard of since sailing on 28th December 1876.
—	"Cerdic" 3 years.	N. Shields	Lt. 90 A 1, 1,73	S.S. I.	910	25	Robertson	H. E. P. Adamson	Iberville	Falmouth	Barley	25	Not heard of since passing Gibraltar in December 1876.
1877.	"Garibaldi" 17 years.	Gt. Yarmouth	—	Dandy, W.	33	6	Steward	M. W. Barber, Gt. Yarmouth.	Gt. Yarmouth, for fishing	—	Ballast	6	Not heard of since sailing on 1st January 1877.
—	"Chanticleer" 12 years.	Gt. Yarmouth	—	Smack, W.	45	6	H. Savage	T. S. Boulton, Gt. Yarmouth.	Gt. Yarmouth, for fishing	—	Ballast	6	Not heard of since sailing on 2nd January 1877.
—	"Til Try" 19 years.	Gt. Yarmouth	—	Dandy, W.	34	6	George	E. J. Nicholas, Gt. Yarmouth.	Gt. Yarmouth, for fishing	—	Ballast	6	Not heard of since sailing on 2nd January 1877.
—	"Twin Sisters" 10 years.	Gt. Yarmouth	—	Smack, W.	40	6	Aldrich	J. Balls, Gt. Yarmouth.	Gt. Yarmouth, for fishing	—	Ballast	6	Not heard of since sailing on 2nd January 1877.
—	"Princess" 3 years.	Newport, Mon.	Lt. 7 A 1, 8,75	Brig, W.	240	9	Harris	G. Jones, Aberystwyth.	Paraiba	Queensdown, for orders.	Sugar, 1 passenger.	10 (9 crew, 1 pass.)	Not heard of since sailing on 3rd January 1877.
—	"Flying Cloud" 10 years.	Hull	—	Ketch, W.	64	5	Backhouse	J. Harding, Hull.	Hull, for fishing	—	Ballast	5	Not heard of since sailing on 4th January 1877.
—	"Warrior" 22 years.	Jersey	—	Schooner, W.	64	6	de St. Croix	T. Renouf, Jersey	Bonne Bay, Newfld.	Boston, U.S.A.	Herrings	6	Not heard of since sailing on 6th January 1877.
—	"James Mason" 5 years.	London	Lt. 100 A 1, 10,76	S.S. I.	548	20	Manhood	J. Dixon	Cardiff	Gibraltar	Coal	20	Not heard of since sailing on 7th January 1877.
—	"Sheilan" 7 years.	Preston	Lt. 9 A 1, 3,75	Schooner, W.	140	8	Ball	P. & W. Ball, Merseyside, Cornwall.	St. John's, Newfld.	Liverpool	Fish and fish oil.	8	Not heard of since sailing on 7th January 1877.
—	"Harmony" 4 years.	Gt. Yarmouth	—	Dandy, W.	32	6	Deblage	J. H. Haylett, Caistor.	Gt. Yarmouth, for fishing	—	Ballast	6	Not heard of after sailing on 8th January 1877.
—	"Rachael" 19 years.	Gt. Yarmouth	—	Smack, W.	39	6	Bond	J. T. Clarke, Gt. Yarmouth.	Gt. Yarmouth, for fishing	—	Ballast	6	Not heard of since sailing on 9th January 1877.

VESSELS TOTALLY LOST AND LIVES LOST.

"Protector," 6 years.	Lowestoft	-	-	-	Dandy, W.	30	5	G. Smith	J. Fisher & Sons, Barrow.	Barrow	-	Steel rails	5	Not heard of since sailing on 15th January 1877.
"Elizabeth Ann" 19 years.	Lancaster	-	LL A 1, Red, 176	-	Schooner, W.	105	5	L. Williams	J. Fisher & Sons, Barrow.	Barrow	-	Cork	6	Not heard of since sailing on 18th January 1877.
"Moselle," 7 years.	Gt. Yarmouth	-	-	-	Dandy, W.	32	6	S. Howlett	R. W. Howlett	Gt. Yarmouth, for fishing	-	Ballast	7	Not heard of since sailing on 13th January 1877.
"Prima Donna," 6 years.	Gt. Yarmouth	-	-	-	Smack, W.	44	7	S. Hadgraft	F. H. Thomson, Gorleston.	Gt. Yarmouth, for fishing	-	Ballast	6	Not heard of since sailing on 15th January 1877.
"Contest," 24 years.	Gt. Yarmouth	-	-	-	Smack, W.	31	6	H. Martins	J. Martins, Gt. Yarmouth.	Gt. Yarmouth, for fishing	-	Ballast	8	Not heard of since sailing on 17th January 1877.
"Five Sisters," 12 years.	Aberdeen	-	LL cont. 573, 5 A 1, 976.	-	Snow	195	8	W. Simmers	C. Duncan, Aber- deen.	Gt. Yarmouth, for fishing	-	Suphur ore	4	Not heard of since sailing on 18th January 1877.
"Rose," New.	Not registered	-	-	-	Lugger (open boat), W.	-	4	J. Brown, Erie, Orkneys	Erie, Orkneys, for fishing	-	-	Ballast	5	Not heard of since sailing on 18th January 1877.
"Lennox," 2 years.	Halifax, N.S.	-	-	-	Schooner, W.	74	5	H. Suttis	J. Taylor & Co., Halifax, N.S.	Halifax, N.S.	-	Dog fish, cod, and haddock.	6	Not heard of since sailing on 16th January 1877.
"Rapidia," 16 years.	Gt. Yarmouth	-	-	-	Smack, W.	39	6	H. Lawkins	J. Leake, Gt. Yar- mouth.	Gt. Yarmouth, for fishing	-	Ballast	10	Not heard of since sailing on 21st January 1877.
"Favourite," 39 years.	London	-	-	-	Smack, W.	46	6	W. C. Baxter	T. C. Baxter	Grimsby, for fishing	-	Ballast	6	Not heard of since sailing on 22nd January 1877.
"Guide," 6 years.	Gt. Yarmouth	-	-	-	Smack, W.	56	6	R. Read	N. J. Apter, Gor- leston.	Gt. Yarmouth, for fishing	-	Ballast	8	Not heard of since sailing on 24th January 1877.
"Bonny Boys," 6 years.	Gt. Yarmouth	-	-	-	Smack, W.	45	5	R. J. Finch	A. Brown, Great Yarmouth.	Gt. Yarmouth, for fishing	-	Ballast	5	Not heard of since sailing on 24th January 1877.
"Dove," 3 years.	Lowestoft	-	-	-	Dandy, W.	52	6	Unknown	W. Breach, Lowe- stoft.	Lowestoft, for fishing	-	Ballast	6	Not heard of since sailing on 24th January 1877.
"Peep o' Day," 14 years.	Gt. Yarmouth	-	-	-	Smack, W.	40	3	G. Smith	S. S. Chapman, Gt. Yarmouth.	Gt. Yarmouth, for fishing	-	Ballast	3	Not heard of since sailing on 24th January 1877.
"Quercus," 15 years.	Aberdeen	-	-	-	Schooner, W.	53	6	J. Milford	J. Hartill, Cullen Gaistor.	Banff	-	Ballast	6	Not heard of since sailing on 24th January 1877.
"Two Sisters," 5 years.	Gt. Yarmouth	-	-	-	Smack, W.	25	5	J. Exley	H. J. Brown, Gaistor.	Gt. Yarmouth, for fishing	-	Ballast	5	Not heard of since sailing on 24th January 1877.
"The Pollies," 6 years.	Scarborough	-	-	-	Dandy, W.	43	4	S. Partridge	G. Levitt, Scar- borough.	Scarborough, for fishing	-	Ballast	4	Not heard of since sailing on 25th January 1877.
"Charleton," 4 years.	Salcombe	-	LL 10 A 1, 1272	-	Schooner, W.	66	7	F. Clark	F. L. Yabsley, Portsmouth, Devon.	London	-	Cotton seed	7	Not heard of since sailing on 26th January 1877.
"Priscilla," 10 years.	Dover	-	-	-	Three-masted Schooner, W.	201	5	T. W. Hammond	Miss K. Savill, Dover.	Charlestown	-	Coal	5	Not heard of since sailing on 26th January 1877.
"Victor," 11 years.	Scarborough	-	-	-	Yawl, W.	39	6	F. Adams	S. Orisp, Scar- borough.	Scarborough, for fishing	-	Ballast	6	Not heard of since sailing on 27th January 1877.
"Edith," 4 years.	Gt. Yarmouth	-	-	-	Smack, W.	28	5	F. Rackham	J. H. Fellows, Gt. Yarmouth.	Gt. Yarmouth, for fishing	-	Ballast	5	Not heard of since sailing on 27th January 1877.
"Jessie," 7 years.	Banff	-	LL 8 A 1, 576	-	Schooner, W.	84	5	G. Nobbs	J. Bremner, Port- sey.	Portsey	-	Oats	5	Not heard of since sailing on 27th January 1877.
"Klugfisher," 6 years.	Lowestoft	-	-	-	Dandy, W.	27	5	W. Brown	C. Nobbs, Lowe- stoft.	Lowestoft, for fishing	-	Ballast	5	Not heard of since sailing on 27th January 1877.
"Sir Roger Tich- borne," 5 years.	Gt. Yarmouth	-	-	-	Smack, W.	26	5	W. Brown	S. Brown, Great Yarmouth.	Gt. Yarmouth, for fishing	-	Ballast	5	Not heard of since sailing on 27th January 1877.

VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Board, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1877.	"Vane" 17 years.	Gt. Yarmouth	-	Snack, W.	27	6	W. Wacey	E. Bland, Great Yarmouth.	Gt. Yarmouth, for fishing.	-	Ballast	6	Not heard of since sailing on 28th January 1877.
-	"Warrior" 15 years.	Hull	-	Cutter, W.	43	5	W. High	W. Carr, Hull	Hull, for fishing	-	Ballast	5	Not heard of since sailing on 28th January 1877.
-	"Lizzie Aishitt" 24 years.	W. Hartlepool	-	Barque, W.	328	9	T. Evans	R. Evans, West Hartlepool.	Burntisland	Christiania	Coal	9	Not heard of since sailing on 28th January 1877.
-	"Plus" 7 months.	Gt. Yarmouth	-	Snack	31	6	R. Sadler	C. Wood, Gores-ton.	Gt Yarmouth, for fishing	-	Ballast	6	Not heard of since being seen about 40 miles off Scheffling on 30th January 1877.
-	"Enterprise" 16 years.	Lowestoft	-	Snack, W.	39	5	J. Wensley	G. Macey, Lowestoft.	Lowestoft, for fishing	-	Ballast	5	Supposed to have been lost on 30th January 1877.
-	"Flying Foam" 4 years.	Lowestoft	-	Dandy, W.	33	5	G. Beamish	Rice and Chapman, Lowestoft.	Lowestoft, for fishing	-	Ballast	5	Supposed to have been lost on 30th January 1877.
-	"Langford" 7 years.	Lowestoft	-	Dandy, W.	24	5	C. Moore	W. Moss, Lowestoft.	Lowestoft, for fishing	-	Ballast	5	Supposed to have been lost on 30th January 1877.
-	"William and Sarah" 14 years.	Lowestoft	-	Snack, W.	37	5	T. Greenwood	S. L. Goodwin, Lowestoft.	Lowestoft, for fishing	-	Ballast	5	Supposed to have been lost on 30th January 1877.
-	"Jessica" New.	Plymouth	Li. 10 A 1 10.76	Schooner, W.	73	5	R. Guswell	J. Davis, Plymouth	Larache.	Plymouth	Beans	5	Not heard of since sailing on 7th February 1877.
-	"Garthland" 7 months.	Glasgow	Li. 100 A 1, 7.76	Schooner, W.	99	5	W. Johnson	J. Walker, Glasgow.	Santander	Belfast	Flour	5	Not heard of since sailing on 14th February 1877.
-	"Wright" 38 years.	Whitby	-	Schooner, W.	143	6	M. Ventres	C. Marwood, Whitby.	Shields	Dunquerque	Pitch	6	Not heard of since sailing on 16th February 1877.
-	"Hawk" 16 years.	Dublin	-	Brigantine, W.	117	5	J. Ellis	R. Tedcastle, Dublin.	Troon	Dublin	Coal	5	Not heard of since sailing on 17th February 1877.
-	"Sarah L. Hall" 12 years.	Yarmouth, N.S.	-	Brig, W.	262	9	- Young	B. P. Ladd, Westport, N.S.	Guantanamo	New York	Sugar	9	Not heard of since sailing on 16th March 1877.
-	"Tugus" 6 months.	Liverpool	Li. 20 years, Red, 11.76.	S.S. I.	446	23	J. Lowther	F. R. Leyland & Co., Liverpool.	Oporto	Liverpool	General, 4 passengers.	27 (23 crew 4 passers.)	Not heard of since sailing on 3rd April 1877.
-	"Fearless" 12 years.	Yarmouth, N.S.	-	Barque, W.	350	10	- Slater	M. Shaw, New York.	Cardenas	Philadelphia	Sugar, 2 passengers (Master's wife and 2 passers.)	12 (10 crew 2 passers.)	Not heard of since sailing on 8th April 1877.
-	"Peri" 49 years.	Jersey	-	Cutter	35	4	G. Syburn	W. Metherill, Jersey.	Plymouth	Jersey	General, 7 passengers.	11 (4 crew 7 passers.)	Not heard of since sailing on 14th April 1877.
-	"Maranham" 11 years.	Glasgow	Li. cont. 4.74, 6 A 1, 2.77.	Barque, W.	247	8	F. Redford	J. Conn	Mauritius	Cork, for orders	Sugar	-	Not heard of since being spoken in Lat. 34° 8', Long. 23° E., on 1st March 1877.
-	"Volant" 10 years.	Plymouth	-	Dandy, W.	53	4	W. A. Horrell	T. A. Bewes, Plymouth.	Santander	Hayle	Grain	4	Not heard of since sailing on 21st May 1877.
-	Name Unknown Unknown.	Not registered	-	Small open boat with one square sail, W.	-	3	R. Jamieson	Havra, Shetlands.	Havra, Shetlands, for fishing	-	Ballast	3	Not heard of since sailing on 5th June 1877.

* Including one man put on board by the "Diana" on 1st May 1877, four of original crew having died of sickness previous to vessel's being spoken with.

PARTIAL LOSSES WITH LOSS OF LIFE.

APPENDIX TO PARTS I., II., III., AND IV.

Table II.—Detailed List of Sea Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred on or near the Coasts of the United Kingdom during the 12 months ended 30th June 1877, or were reported during the same period as having occurred to British Vessels abroad, or to British or Foreign Vessels on the Coasts of British Possessions abroad, in three divisions, viz.: (1) Strandings, (2) Collisions, and (3) Casualties from other causes.

(1) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 1 Aug.	"Lurain" 16 years.	-	-	Smack, W.	14	3	J. Bowlands,	Hoylake, Cheshire	Aberystwith,	for fishing	Ballast	1 (Master.)	W. 6	Bar of Aberystwith Harbour, Cardiganshire.
3 Aug.	"Bellance" 1 year.	-	-	Lugger, W.	18	7	J. Douglas,	Wick	Wick,	for fishing	Ballast	1 (Master.)	S. by E. 6	Near the entrance of Wick Harbour.
18 Aug.	"Mosquito" 2 years.	-	-	Smack, (no deck) W.	4	4	J. Woods	British Dynamite Co., Stevenson, near Ardrossan.	Fairlie	Ardrossan	Ballast	4	-	Between Fairlie and Brodick, Ayrshire, Firth of Clyde.
31 Aug.	"Fides" 21 years.	-	Ver 5/8 G. 1. 1. for 4 years, from 2/73.	Schooner, W.	86	5	N. Nielsen,	Veile, Denmark	St. David's	Flensburg, Germany.	Coal	1	N.E. 9	Tynningham Sands, near Dunbar, Firth of Forth.
7 Sept.	"Start" 3 years.	-	-	Cutter, W.	27	3	F. Diag	H. Elliott, Auckland, N.Z.	Auckland	Mercury Bay, N.Z.	General	1	N.N.E. -	20 miles off Cabbage Bay, Auckland, N.Z.
17 Dec.	"Minerva" 3 years.	-	LL 8 A 1, 3/75	Barque, W.	374	16	A. N. Steele	J. Duncan, Charlottetown, P.E.I.	London	Queenstown	Oats	1	W.N.W. 10	Black Point, north entrance, Port Hood, Canada.
23 Dec.	"Enighed" Unknown.	-	-	Brig, W	149	7	C. E. Christiansen	A. Spilberg, Tvedestrand, Norway.	Borrowstowness.	Christian-sand.	Coal	1	S.E. 10	About 8 miles N. of Aberdeen, in the parish of Belhelvie.
18 Jan.	"Urania" 23 years.	-	LL 90 A 1, 7/75	S.S., I.	159	12	P. Blampied	J. Casey, London	Swansea	Newry	Coal	1	S.S.W. 9	About 1 mile N. of Drogheda Bar, co. Louth.
24 Jan.	"Dillwyn" 3 years.	-	LL 7 A 1, 9/74	Brig, W.	272	9	T. James	J. Prust, Swansea	London	Port Natal	Railway iron	1	S.S.W. 7	Goodwin Sand, off co. Kent.
29 Jan.	"Avon" 21 years.	-	-	Trow, W.	29	3	C. Clutterbuck	J. H. Poole, Bristol.	Lydney, Gloucestershire.	Bristol	Coal, 1 passenger.	2 (Master & passr.)	W. 9	Dunball, River Severn.
20 Feb.	"Bulla" 4 years.	-	LL 12 A 1, 4/73	Schooner, W.	80	5	J. Langlois	Deslands and Le Sueur, Jersey.	La Roche Bernard, France.	Liverpool	Linseed	Suppl. 5	-	Conway, Carnarvonshire.
5 April	"Hannah Parr" 30 years.	-	-	Barque, W.	773	17	H. H. Bolstad	S. A. Parr, Christiania.	Hull	Quebec	Ballast	2	S.E. by S. 10	Langamy, Sanday, Orkneys.

PARTIAL LOSSES WITH LOSS OF LIFE.

(2) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons, Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any.)	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 18 June	"Quebec," 2 years.	Penang	-	S.S., W.	23	Unknown	W. N. Woodford, Penang.	Laroot	Penang	Ballast, passrs.	S.S. "Perak," of Penang.	5 (Unkn. say 2 crew, 3 passrs.)	Calm	8 miles from Penang Harbour.
30 Aug.	Unknown	Norway	-	(A small boat be- longing to a Norwe- gian steam- ship com- pany, name unknown.)	—	Unknown	Unknown	Unknown	Unknown	-	Steam Tug "Li- tigator," of Grangemouth.	1	E.S.E. 10	About 100 yards off Leth Pier head, Firth of Forth.
21 Sept.	"Sarah," 11 years.	Whitby	-	Lugger, W.	3	J. T. Dryden	J. Ward, Whitby	Whitby, for fishing		Ballast	"Speedwell," of Framborough.	1	S. 2	About 11 miles N.E. of Whitby High Lights, Yorkshire.
20 Oct.	"Ida," 16 years.	Germany	-	S.S., I.	287	R. Donki	T. Rodenacker, Dantzig.	Dantzig	London	General, passrs.	S.S. "Trafalgar," London.	1 (passrs.)	E.N.E. 6	2½ miles W. of Monsø Light, mouth of the Thames.
21 Oct.	"Earl of Mar," 8 years.	Hull	-	Ketch, W.	71	B. Gregory, Hull		Hull, for fishing		Ballast	"Corsair," of Grimsby.	1	E.S.E. 5	30 miles E.N.E. of Spurn Point, Yorkshire.
13 Nov.	"City of Seringapa- tam," 10 years.	Glasgow	-	Ship, I.	31	A. Reddie	G. Smith & Sons, Glasgow.	London	Malbourne	General, passrs.	"City of Berlin," of Glasgow.	7 (crew.)	S.W. 9	Lat. 28° 47' N., Long. 17° 35' W., N. Atlantic.
21 Dec.	"Ruby," 2 years.	Cardiff	-	S.S., I.	137	J. Roule	J. R. Thompson, Cardiff.	Cardiff	Trouville	Coal	"Hugh Ewing," of Whitehaven.	1	W. 4	Abreast of Brecksea, Gloucestershire, Bris- tol Channel.
1877. 7 Jan.	"Lizzie," 18 years.	Gt. Yarmouth	-	Snack, W.	50	H. Smith	W. Bland, Gt. Yarmouth.	Gt. Yarmouth, for fishing		Ballast	"Wetherill," of London.	2	S.W. by S. 5	About 40 miles E. of the Silver Pits, North Sea.
12 Feb.	"Edmund Kaye," 22 years.	Newcastle	-	Ship, W.	1,090	H. Young	H. Milvain, Newcastle.	Tyne	Carthagena	Coal and coke.	British Lugger, name unknown.	1	W.N.W.	About 9 miles E.N.E. of Whitby, Yorkshire.
24 Feb.	"EH Whitney," 43 years.	Wellington, N.Z.	-	Hulk, W.	507	Unknown	W. R. Williams, Wellington, N.Z.	Moored in Wellington Harbour, N.Z.		Coal, 2 pas- sengers	S.S. "Taino," of Dunedin, N.Z.	2 (Woman & child.)	N.W. 7	Near Queen's Wharf, Wellington Harbour, N.Z.
7 April	"Frieda," 7 years.	Glasgow	-	S.S., I.	70	D. Reid	Montrose and London Steam Navigation Co., London.	Montrose	Newcastle	General	Brig, name un- known.	1	S.S.W. 3	From 10 to 12 miles E.S.E. of St. Abb's Head, Berwickshire, North Sea.
11 April	"Star of the East," 20 years.	Inverness	-	Brigantine, W.	114	G. Gilmore, Inverness		Inverness	London	Potatoes	S.S. "Abana," of Sunderland, and John Cock, of Middlesbro.	1	E.S.E. 5	Off the Mucking Light, River Thames.

PARTIAL LOSSES WITH LOSS OF LIFE.

(3) CASUALTIES FROM OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 16 Jan.	"Ivanhoe" - 8 years.	-	Lt. *A.A. 1, 11.75	S.S., I.	1,353	Sky 40	H. Luke -	W. Millyan & Co., Liverpool.	Liverpool -	Calcutta -	Salt -	Damage to spars, &c.	2	E.S.E. 12	Lat. 37° S., Long. 75° E., Indian Ocean.
12 Mar.	"Oneida" - 22 years.	-	-	Ship, W.	2,293	40	S. N. Clyma -	H. Ellis and Son, London.	London -	Port Philip	General, 23 passgrs.	Decks swept, &c.	1 (passgr.)	W.S.W. 11	Lat. 49° 27' S., Long. 111° 10' E., S. Atlantic.
13 April	"Astropepe" - 11 years.	-	Lt. cont. 10.73, 5 A. 1, 1.74.	Brig. W.	261	8	W. Harrington	R. Sheriffs, Fal- mouth.	Villa Colon, New Granada.	Falmouth -	Hides and horns.	Leaky and loss of sails.	2	E.S.E. 8	Lat. 31° 30' S., Long. 53° 31' W., S. Atlantic.
30 April	"Malacca" - 8 years.	-	Lt. 16 A. 1, 1.77	Barque, com- posite.	593	15	J. Pannet	T. H. Ismay, Liverpool.	Liverpool -	Callao -	General -	Bulwarks, damaged.	1	S. 12	Lat. 51° 57' S., Long. 80° 24' W., S. Atlantic.
6 May	"Kinsman" - 13 years.	-	-	S.S., W.	545	53	A. G. Cary	Steamboat Co., Limited, Hong Kong.	Hong Kong	Canton -	General, 351 passgrs.	Bursting of super- heater.	1 (crew.)	E. 4	Entrance to Capshman Pass, near Hong Kong.
17 May	"Thomas Street" - 7 years.	-	-	Barque, W.	322	9	J. F. Doyle	Phipps, Bald- win, and Bris- coe, Toronto.	Port Col- borne, Ont.	Windsor, Ont.	Ballast -	Capsized -	6	N.W. 7	6 miles S.E. from Long Point, Lake Erie, Ontario.
19 June	"Lufta" - 4 years.	-	Lt. A 1 -	S.S., I.	878	22	T. H. Periam	R. Roper & Co., W. Hartlepool.	Cardiff -	Naples -	Coal, 2 pas- sengers.	Explosion of coal gas.	1 (crew.)	- Var.	Lat. 44° 30' N., Long. 9° 35' W., Bay of Bis- cay.
1 July	"Brothers" - 49 years.	-	-	Sloop, W.	37	3	J. Havens	F. H. Poole, Bristol.	Newport, Mon.	Bristol -	Coal, 1 pas- senger.	Foundering	1 (the Master.)	W. 4	U.S. Patch, - Bristol Channel.
12 July	"South Tyne" - 6 years.	-	Lt. 100 A. 1, 5.76	S.S., I.	955	24	G. Hallett	W. Dickinson, Newcastle.	Sydney, U.B.	London -	Wheat, passgrs.	Decks swept, &c.	2 (crew.)	S.S.W. 10	Lat. 50° 20' N., Long. 35° 12' W., N. Atlantic.
2 Aug.	"Fortune" - 38 years.	-	-	Brigantine, W.	68	4	S. Boyd -	W. McIlwaine, Carriekfergus.	Marvport -	Carriekfergus, co. Antrim.	Coal -	Sails damaged, &c.	1	S. 8	Off Copeland Islands, near entrance to Bel- fast Lough.
3 Aug.	"Aurora" - 2 years.	-	-	Lugger, W.	15	7	T. J. Matthews, Moushole		Aberdeen, for fishing		Ballast -	Struck by very heavy sea.	2	S.S.E. 9	20 miles S.E. by E. of Girdleness, Aberdeen- shire.
Supp. 3 Aug.	"Nancy" - About 5 years.	-	-	Lugger, W.	15	5	G. Bain, Marvey, near Lybster		Lybster, for fishing		Ballast -	Thrown on beam ends.	5	-	A few miles S. of Wick Bay, Caithness-shire.
5 Aug.	"Harvest Home" - 3 years.	-	-	Lugger, W.	3	3	R. Davison, Old Hartlepool		Whitby, for fishing		Ballast -	Capsized through overloading with fish.	1 (the Master.)	W.S.W. 3	5 miles N.W. of Ket- tleness, Yorkshire.
5 Aug.	"W. G. Russell" - 10 years.	-	Lt. cont. 8.73, 6 A. 1, 7.74.	Ship, W.	1,248	26	J. Owen -	J. Thomas, Car- narvon.	Melbourne -	London -	General, 30 passgrs.	Loss of bulwarks, &c.	2	About N.W. 11	Between Lat. 49° 3' S., Long. 176° 6' E., and Lat. 46° 8' S., Long. 143° 3' W., S. Pacific.
13 Aug.	"Acadia" - 2 years.	-	-	Schooner, W.	52	5	D. McDonald	D. H. McKenzie, Auckland, N.Z.	Auckland, N.Z.	Lyttelton, N.Z.	Timber -	Disrupted and decks swept.	1	W.S.W. 9	30 miles S. of the Mahia Peninsula, N.Z.
23 Aug.	"Millie Bain" - 4 years.	-	Lt. 12 A. 1, 12.74	Brigantine, W.	252	9	J. Cook -	D. W. Bain, Portreath.	Philadelphia	Truro -	Maize -	Decks swept and loss of bulwarks.	1	N.N.E. 10	Lat. 41° 25' N., Long. 53° 35' W., N. Atlantic.
26 Sept.	"Hastings" - 19 years.	-	-	Schooner W.	133	5	E. Redgrave	J. S. Derry, Lowestoft.	Hartlepool -	Lowestoft -	Coal -	Disrupted, &c.	1	E.N.E. 5	10 miles E.N.E. of With- ernsea, Yorkshire.
29 Sept.	"Elsie" - New.	-	-	Cutter, W.	21	3	R. Trelend, Newport		Newport, for cruising in Bristol Channel.		Ballast -	Loss of cutter's boat.	1	E.S.E. 6	5 miles N. of Morte Point, Devonshire, Bristol Channel.
23 Sept.	"Western Maid" - 6 years.	-	Lt. 9 A. 1, 7.76	Schooner, W.	147	3	T. Mylchreest	H. Graves, Peel	Tron -	Malaga -	Iron and coal	Loss of jibboom -	1	S. by W. 7	Lat. 44° 7' N., Long. 10° 4' W., N. Atlantic.
30 Sept.	"Leonie" - 2 months.	-	Lt. 7 A. 1, 8.76	Brig. W.	241	7	T. Richards	J. J. Gillon, Charlottetown, P.E.I.	New Bruns- wick.	Liverpool -	Deals -	(In dangerous position).	3*	E. 7	Off Bray Strand, co. Dublin.

* These three men were lost by the capsizing of the Kingstown Lifeboat, which had just taken off the "Leonie's" crew.

PARTIAL LOSSES WITH LOSS OF LIFE.

30 Sept.	"Princess Royal" (Lifeboat) Age unknown.	N. Shields	LL 100 A 1, 776	S.S., W.	733	H. Williams, (coxswain).	20 N. Elliot	R. N. Lifeboat Institution.	Returning to Kingstown, "Leonie," in distress.	7, (crew of "Leonie.")	Capsize; un- damaged.	1	E.N.E. 7 (own crew.)	About 2 of a mile E. of Bray Strand, co. Dub- lin.
30 Sept.	"Aminta" 1 year.	Liverpool	LL *AA 1, 376, Liv. for 20 years, Red. from 1274, A 1, 675.	Ship, I.	1,110	W. Megler	27 W. Megler	Ismay, Imrie, & Co., Liverpool.	Calcutta	Coal	Decks swept, &c.	2	W.S.W. 10	Lat. 48° 20' N., Long. 8° 4' W., N. Atlantic.
6 Oct.	"Elizabeth Hamp- ton," 14 years.	Plymouth	LL *AA 1, 475, Liv. 30 years, Red. 776.	Schooner, W.	97	Unknown	5 Unknown	J. Williams, Gunnislake, Cornwall.	Labrador	Fish	Decks swept, &c.	3	S.W. 12	Lat. 17° N., Long. 83° E., Bay of Bengal.
13 Oct.	"British Statesman" 10 years.	Liverpool	LL *AA 1, 475, Liv. 30 years, Red. 776.	Ship, I.	1,263	J. Sexton	30 J. Sexton	British Ship- owners Co., Liverpool.	Liverpool	Salt	Disasted	1	N.W. 10	N. Atlantic. Exact spot unknown.
— Oct.	"Oboron" 3 years.	Liverpool	LL *AA 1, 475, Liv. 30 years, Red. 776.	S.S., I.	785	J. Campbell	30 J. Campbell	T. J. Harrison, Liverpool.	New Orleans	Cotton and grain.	Decks swept and cargo damaged	1	N.W. 12	Lat. 36° 37' N., Long. 78° 30' W., N. Atlantic.
1 Nov.	"Glazepore" 8 years.	Liverpool	LL *AA 1, 1174	Ship, I.	1,495	D. McNab	32 D. McNab	P. Mackinnon, Liverpool.	Liverpool	Coal	Disasted	1	— 12	200 miles S. of Saugor, Bay of Bengal.
7 Nov.	"Ion" 1 year.	Lowestoft	LL *AA 1, 1174	Ship, I.	38	W. Ratcliff	6 W. Ratcliff	Lowestoft	Lowestoft, for fishing	Ballast	Decks swept, &c.	2	N.E. 5	65 miles E. 1/2 N. of Lowe- stoft, North Sea.
12 Nov.	"Mero" 4 years.	Italy	Barque, W.	Barque, W.	520	F. Bertolotto	13 F. Bertolotto	P. Bertolotto, Genoa.	Leith	Coal	Loss of sails and bulwarks.	1	E.S.E. 11	Inside the Leman and Ove lightship, off Humborough Head, Yorkshire.
13 Nov.	"Destin" 20 years.	Belgium	Barque, W.	Barque, W.	336	H. M. Poulson	10 H. M. Poulson	J. Langlois, Antwerp.	Gede	Boards and iron.	Decks swept, &c.	1	E.S.E. 10	Off Humborough Head, Yorkshire.
13 Nov.	"John O. Scott" 3 years.	Newcastle	LL A 1, 873	S.S., I.	575	G. S. McIntire	19 G. S. McIntire	J. O. Scott, Newcastle.	N. Shields	Coal	Decks swept, &c.	2	E.S.E. 10	Lat. 54° 29' N., Long. 4° E., N. Sea.
24 Nov.	"Brothers" New.	Not registered	—	Lugger, W.	2	J. Watt, Crovie	4 J. Watt, Crovie	Crovie, Banff- shire.	Macduff	Ballast	Capsize	1	S. 6	2 miles N. of Gamrie More, near Banffshire, Mc- ray Fifth
28 Nov.	"Jane Wright" 4 years.	St. John, N.B.	Ver 33, A 1, 1, for 10 years, from 1075	Barkentine, W.	419	W. Kerr	10 W. Kerr	C. Nevins, St. John, N.B.	Liverpool	General	Loss of sails, boats &c.	1	N.W. 12	Off Tusket Island, Bay of Fundy.
29 Nov.	"Carishbrooke" 3 years.	Singapore	LL 100 A 1, 473	S.S., I.	950	M. G. Scott	50 M. G. Scott	Khu Kah, Singa- pore.	Singapore	General, 1 passenger.	Loss of sails and bulwarks.	1	S.S.E. 9 (crew.)	Lat. 13° N., Long. 112° E., China Sea.
— Nov.	"Cambrian" 11 years.	Swansea	LL 11 A 1, 1272	Brig, W.	182	W. Williams	8 W. Williams	J. Prust, Swan- sea.	La Calle	Copper ore	Damage to sails and rigging.	1	N.W. 9	Between Cape Bone and Rottendo Mount, Al- geria.
1 Dec.	"H. P. Stephenson" 4 years.	London	LL 90 A 1, 676	S.S., I.	624	T. C. Huggett	21 T. C. Huggett	General Iron Screw Collier Co., London.	Swansea	Coal	Decks swept, &c.	1	S.W. 11	Lat. 47° 5' N., Long. 7° 20' W., N. Atlantic.
1 Dec.	"Robert" 31 years.	Portsmouth	—	Schooner, W.	79	T. Robinson, Southend, Essex	4 T. Robinson, Southend, Essex	Hartlepool	Gravesend	Coal	Sails split and ves- sel strained.	1	S.S.W. 7	About 1/2 mile W. of the Swin Middle Light- ship, entrance to River Thames.
3 Dec.	"John Filds" 11 years.	Berwick	—	Dandy, W.	50	W. Jamieson	5 W. Jamieson	Shedland Fish- ing Co., Glas- gow, Campbell, Weymouth, N.S.	Sealloway, Islanland, Shetland, S. Carolina.	Ballast	Decks swept	1	S.E. 11	Off Fair Isle, Shetlands.
3 Dec.	"Mary K. Campbell" 4 years.	Digby, N.S.	—	Barque, W.	578	A. Gray	10 A. Gray	C. Weymouth, N.S.	New York	Ballast	Loss of spars, boats, and gear.	1	N.W. 11	Lat. 47° N., Long. 32° W., N. Atlantic.
3 Dec.	"Moldavia" 6 years.	Liverpool	LL AA 1, 974	S.S., I.	432	H. Darnall	20 H. Darnall	H. Taylor, Liver- pool.	Ibmal	Maize	Decks swept, &c.	1	S.W. 9	Lat. 48° 14' N., Long. 7° 59' W., Bay of Biscay.
3 Dec.	"W. H. Tucker" 3 years.	Swansea	LL 7 A 1, 973	Brig, W.	306	C. Miller	9 C. Miller	W. H. Tucker, Swansea.	St. Helena, S. Carolina.	Phosphate rock.	Damage to bul- warks, &c.	1	W.N.W. 10	Lat. 48° N., Long. 44° W., N. Atlantic.
4 Dec.	"Mereditth" 4 years.	London	Liv. 13 years, Red. 577.	S.S., I.	634	J. Beava	20 J. Beava	J. White & Co., London.	Plymouth	Coal	Loss of boats, deck compasses, &c.	1	W.S.W. 9	10 miles S. of Portland, Dorsetshire, English Channel.
9 Dec.	"Connaught" 2 years.	St. John, N.B.	Ver 33, L 1, 1, for 8 years, from 1274, 177.	Barque, W.	698	N. Richardson	12 N. Richardson	W. A. Robinson, St. John, N.B.	Dublin	Maize and wheat.	Decks swept, &c.	1	W.N.W. 9	Lat. 37° 39' N., Long. 68° 51' W., N. Atlantic.
9 Dec.	"Ruth Groves" Unknown.	U.S.A.	—	Schooner, W.	68	W. S. Lee, Gloucester, Mass., U.S.A.	11 W. S. Lee, Gloucester, Mass., U.S.A.	Gloucester, U.S.A., for fishing.	Dublin	Ballast	Decks swept, &c.	2	— 9	On La Have Bank, Nova Scotia.
9 Dec.	"Vesta" 5 years.	Yarmouth, N.S.	—	Brigantine, W.	135	J. Durkee	7 J. Durkee	Ladd, Porter, & Co., Yarmouth, N.S.	Yarmouth, N.S.	Fish, 1 pas- senger.	Loss of sails, &c.	1	W. 11	20 miles N.W. of Yar- mouth Light, Bay of Fundy.

PARTIAL LOSSES WITH LOSS OF LIFE.

(3) CASUALTIES FROM OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1876. 10 Dec.	"Gateshead" 9 years.	Newcastle	LL 11 A 1, 11.75	Barque, W.	506	11	W. Evans	J. Lamb, Gateshead.	New York	The Tyne	Grain	Decks swept, &c.	1	W.S.W. 10	Lat. 66° 51' N., Long. 38° 53' W., N. Atlantic.
11 Dec.	"Christabel" 13 years.	Greenock	LL cont. 10.75, 8 A 1, 6.76	Barque, W.	159	10	J. McGaw	J. J. Grievie, Greenock.	St. John's, Newfld.	Oporto	Fish	Decks swept, &c.	1	N.W. 11	Lat. 41° N., Long. 46° W., N. Atlantic.
13 Dec.	"Hon Hector Lan- gevin," 4 years.	Quebec	-	Schooner, W.	90	6	A. Haquail	C. Bernier, Cape St. Ignace.	Quebec	Jersey	Fish, 4 pas- sengers.	Loss of sails and bulwarks.	1 (crew.)	W. 10	Lat. 45° N., Long. 44° 30' W., N. Atlantic.
14 Dec.	"City of Bristol" 5 years.	Liverpool	-	S.S. I.	1,805	61	J. Ellison	The Inman S.S. Co., Liverpool.	Liverpool	Philadelphia	General, 12 passrs.	Decks swept, &c.	5 (crew.)	N.W. 12	Lat. 48° 30' N., Long. 56° 32' W., N. Atlantic.
15 Dec.	"J. W. Beard" 7 years.	Liverpool	-	Brigantine, W.	392	9	W. Robinson	S. Vaughan & Co., Liverpool.	Galveston	Hamburg	Cotton	Loss of steering gear.	1	N.W. 9	Lat. 58° N., Long. 32° W., N. Atlantic.
18 Dec.	"Eliza" Unknown.	Jersey	-	Barque, W.	183	9	L. J. T. Le Che- valier.	De Gruchy, Re- mou, Jersey.	La Poile, Newfld.	Jersey	General, 47 passrs.	Decks swept, &c.	8 (1 crew, 1 passr.)	W.N.W. 10	Lat. 45° 30' N., Long. 46° W., N. Atlantic.
19 Dec.	"Kate Agnes" 11 years.	St. John, N.B.	LL ZE 1, 4.76	Barque, W.	550	9	P. L. Ferguson	J. McSweeney, St. John, N.B.	St. John N.B.	Honfleur	Timber	Decks swept, &c.	1	- 10	On voyage, N. Atlantic. Exact spot unknown.
20 Dec.	"Cherub" 7 years.	Hull	-	Ketch, W.	53	5	E. Tallon	E. Cobley, Hull	Hull, for fishing	-	Ballast	Loss of mizen mast and sails damaged.	1	E. 10	100 miles N.E. of Spurn Pt., North Sea.
20 Dec.	"Foxhound" 2 years.	Hull	-	Ketch, W.	71	5	J. Rathbone	W. Pickering, Hull.	Hull, for fishing	-	Ballast	Loss of bulwarks, boat, &c.	1	S.E. 10	Dogger Bank, North Sea.
23 Dec.	"Clusson" 19 years.	Grimsby	-	Dandy, W.	57	11	J. Coleman	H. Smithurst, Grimsby.	Grimsby, for fishing	-	Ballast	Loss of bulwarks and damage to sails.	1	E.S.E. 9	N. Sea, 110 miles E.S.E. of Montrose, Forfar- shire.
23 Dec.	"Eleanor David- son," 14 years.	Whitehaven	LL cont. 6.72, 6 A 1, 6.72	Brig, W.	138	7	D. Lloyd	G. Nelson, Whitehaven.	Valencia	Swansea	Copper ore	Loss of boats and bulwarks.	1	W. 10	About 130 miles W. of Cape de Garde.
23 Dec.	"Marie Brockle- man," 20 years.	Germany	-	Brig, W.	238	9	C. H. Voss	F. Brocklemann, Rostock, Ger- many.	Shields	Wismar	Coal	Loss of sails, bul- warks, &c. stan- dards.	1	E.S.E. 11	About 8 miles S. of Sum- burgh Head, Shet- land.
27 Dec.	"Sheila," 1 year.	St. John, N.B.	Ver. 3.3, G. 1. 1, 9 years, from 8.77, 1.77.	Barque, W.	936	17	S. Mosher	G. P. Reaux, St. John, N.B.	New York	London	Timber, 4 passrs.	Loss of sails and part of cargo.	1 (crew.)	W.N.W. 11	Lat. 46° N., Long. 60° W., N. Atlantic.
27 Dec.	"Orion" 23 years.	Holland	Ver. 5.6, G. 2. 1, for 2 years, from 9.76, 1.77.	Schooner, W.	103	5	B. I. Buiton	C. ten Horn, Veendam, Hol- land.	Sunderland	Oporto	Coal	Decks swept	1	S.W. 9	About 7 miles S. of the Scilly Islands.
30 Dec.	"A. F. Stareman" 2 years.	Yarmouth, N.S.	Ver. 3.3, G. 1. 1, for 8 years, from 10.74, 8.75.	Barque, W.	1,017	16	J. W. Shieldrake	J. W. Moody, Yarmouth N.S.	Philadelphia	Hamburg	Rye	Decks swept, &c.	1	S.S.W. 9	Lat. 46° 30' N., Long. 11° 44' W., N. Atlantic.
31 Dec.	"St. Patrick" 1 year.	Tralee	-	Yawl, W.	3	12	P. McGillicuddy	Tralee	Brachans, near Smeem, co. Cork, for fishing.	-	Ballast	Capsized	2	W. 5	Off Rosslough, Ken- mare River, co. Cork.
-	"Marina" 6 years.	Liverpool	LL 100 A 1, 6.75	S.S. I.	861	30	W. Ellwood	Brazil S.S. Co., Liverpool.	Liverpool	Norfolk, Vir- ginia.	Salt	Decks swept	1	-	On voyage, N. Atlantic.
1877. 1 Jan.	"Elias," 13 years.	France	Ver. 3.3, G. 1. 1, for 5 years, from 9.78, 4.76.	Schooner, W.	107	4	G. Le Breton	Nantes	Bilbao	Dunkirk	Mineral	Leaky and loss of sails, &c.	1	S. 10	Off Shoreham, co. Sussex, English Channel.
1 Jan.	"Prinus" 11 years.	Whitby	LL AB 1, 5.76	S.S. I.	466	15	T. Harland	R. Harrowing, Whitby.	Shields	Dublin	Coal	Decks swept, &c.	1	S.W. 11	Off Dungannon, co. Kent.
4 Jan.	"Brotherly Love" Unknown.	Teignmouth	-	Open Lugger, W	-	4	J. Seagell	Teignmouth	Teignmouth, for fishing	-	Ballast	Capsized	2	S.S.W. 7	Teignmouth Bay, Devon- shire, English Chan- nel.
7 Jan.	"Teheran" 3 years.	London	LL 100 A 1, 4.74	S.S. I.	1,700	120	G. H. Johnson	Peninsular and Oriental Steam Navigation Co., London.	Southampton	Bombay	General, 50 passengers.	Decks swept, &c.	1 (crew.)	S.S.W. 9	Bay of Biscay

PARTIAL LOSSES WITH LOSS OF LIFE.

10 Jan.	"Harriet Forreath" (The Whitty Life-boat.)	Guernsey	LL A 1, Red, 9.76	-	-	11	-	-	Royal National Lifeboat Institution.	Whitty, to "Agenoria," of Whitty, in distress.	-	-	3	-	Off Whitty Harbour, Yorkshire.
11 Jan.	"Alarm" 30 years.	Guernsey	LL A 1, Red, 9.76	-	-	117	6	T. H. Bargent	J. Grace, Guernsey.	London	St. Michael's	Ballast, 1 passenger.	2	E.N.E. 7	6 or 7 miles N.N.E. of the South Foreland Light, Kent.
11 Jan.	"New Unity" 18 years.	Colchester	-	-	-	39	6	W. T. Barnard	Colchester	Colchester, to cruise in the Swin.	Ballast	-	3	E. 5	Swan, Kent, Essex, Thames.
13 Jan.	"Margaret" 28 years.	Greenock	-	-	-	43	3	D. McKenzie, jun.	D. McKenzie, sen., Renfrew.	Carmarough	Paisley	Ballast	1	S.S.E. 5	About 5 miles E.S.E. of Santa Light, Firth of Clyde.
16 Jan.	"Danube" 1 year.	St. John, N.E.	LL 8 A, 3.76	-	-	658	12	J. P. Miller	J. Raddock, St. John, N.E.	St. John, N.B.	Cork	Timber, 2 passengers.	2	W. by N. 9	Lat. 51° 14' N., Long. 48° 50' W., North Atlantic.
20 Jan.	"Pearl" 9 years.	St. John's, Newfld.	LL cont. 9.76, 6 A 1, 4.77.	-	-	192	8	B. Bridge	H. E. Hayward, St. John's, Newfld.	Little Glace Bay, C.B.	St. John's, Newfld.	Coal	1	S.W. 8	Lat. 48° 30' N., Long. 48° 18' W., North Atlantic.
21 Jan.	"Polyunie" 20 years.	France	-	-	-	395	Sup. 12	J. Ezen	-	Cardiff	Bordeaux	Coal	1	S. 10	23 miles W. Lundy Island, Bristol Channel.
25 Jan.	"Cleopatra" 28 years.	Colchester	-	-	-	139	7	E. Shepherd	G. Smea, Maldon	Newcastle	London	Coal	1	Var. 9	About 15 miles off Scarborough, Yorkshire.
28 Jan.	"Magpie" New.	Charlottetown, P.E.I.	LL 7 A 1, 10.76	-	-	147	7	J. E. Chisholm	L. C. Owen, Charlottetown, P.E.I.	St. John's, Newfld.	Bristol	Fish and oil	1	W.N.W. 10	Lat. 49° N., Long. 27° W., North Atlantic.
29 Jan.	"Eliza" 8 years.	Halifax, N.S.	-	-	-	379	10	R. Dart	A. Fraser, Londonderry, N.S.	Trebozond	Antwerp	Beans	1	N.W. 11	Lat. 39° N., Long. 9° 30' E., Mediterranean.
30 Jan.	"Adelaide" 6 years.	Hull	-	-	-	62	5	J. Edwards	Hull	Hull, for fishing	Ballast	-	1	W.N.W. 10	Great Silver Pits, North Sea.
30 Jan.	"Ann May" 10 years.	Hull	-	-	-	59	5	J. Dier	H. Cook, Hull	Hull, for fishing	Ballast	-	1	N.W. 11	Dogger Bank, North Sea.
30 Jan.	"Eagle" 20 years.	Gt. Yarmouth	-	-	-	31	6	J. George	C. Minns, Buntingford, Suffolk.	Gt. Yarmouth, for fishing	Ballast	-	1	W.N.W. 10	70 or 80 miles E.N.E. of Gt. Yarmouth, North Sea.
30 Jan.	"Licence" 20 years.	Scarborough	-	-	-	89	5	J. Ives	J. Sellers, Scarborough.	Scarborough, for fishing	Ballast	-	1	-	About 4 miles E. of Scarborough, York.
31 Jan.	"Auspicious" Unknown.	Bridgewater	-	-	-	Abt. 7	3	T. Vickery	R. Lewis, Minehead.	Minehead, for oyster fishing.	Ballast	-	1	S.W. 8	4 miles N.W. of Porlock, Somersetshire, Bristol Channel.
3 Feb.	"Maiden Park" 43 years.	Newport, Mon.	LL 90 A 1	-	-	492	16	W. Rees	Jones, Brothers, & Co., Newport, Mon.	Huelva	Plymouth	Iron pyrites	1	N.N.E. 4	50 miles N.E. of Cape Finisterre.
12 Feb.	"Ottawa" 34 years.	Glasgow	LL 4 A 1, rest, 4.76	-	-	1,049	23	B. Campbell	J. M. McAllister, Glasgow.	Moulmein	Sunderland	Timber	1	-	Lat. 24° S., Long. 64° 53' E., Indian Ocean.
19 Feb.	"Valiant" 4 years.	Greenock	-	-	-	3	4	W. Hamilton	S. Hamilton, Ayrshire.	Ballantree, for fishing	Ballast	-	1	W.S.W. 7	On beach at back of Ballantree Quay, Ayrshire, Firth of Clyde.
21 Feb.	"Alliance" 20 years.	Guernsey	-	-	-	48	5	G. Blamplied	J. Blamplied, Jersey.	Jersey	Bristol	General	1	N.W. 9	About 5 miles N. of Cape Cornwall, Cornwall, Bristol Channel.
23 Feb.	"Sea Bird" Unknown.	Cardiff	-	-	-	-	4	W. E. Barrett	J. Simmons, Cardiff.	Cardiff, seeking	Ballast, 1 passenger.	-	1	- 10	14 miles E. of Lundy Island, Bristol Channel.
20 Mar.	"Cimbri" New.	Gloucester	LL 12 A 1, 2.77	-	-	138	6	G. Broadstock	W. E. Pape, Gloucester.	Newport	Bilbao	Coal	1	N.N.W. 9	Bay of Biscay.
26 Mar.	"Duke of Sutherland," 12 years.	Wick	LL cont. 6.76, 7 A 1, 7.76.	-	-	1,047	28	T. Loutfet	D. Loutfet, Lybster, Caithness.	Sydney	London	General	1	-	Lat. 43° 43' S., Long. 171° W., S. Pacific.
27 Mar.	"New York" 19 years.	Liverpool	-	-	-	2,039	50	G. S. Irwin	E. Bates, Liverpool.	San Francisco.	Liverpool	Grain	1	N.W. 10	Lat. 44° 48' N., Long. 25° 20' W., North Atlantic.
5 Apr.	"Water Lily" 1 year.	Banff	-	-	-	17	7	J. Innes	J. Mitchell, Peterhead.	Cullen, for fishing	Ballast	-	2	S.E. by E. 8	About 25 miles N.E. of Kinnaird Head, Banffshire, Moray Firth.
6 Apr.	"Prince Charlie" 4 years.	Hull	-	-	-	71	5	J. Thane	C. W. Ausdell, Hull.	Hull, for fishing	Ballast	-	5	-	Off Texel, North Sea.

PARTIAL LOSSES WITH LOSS OF LIFE.

(3) CASUALTIES FROM OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1877. 15 Apr.	"Annie Wharton" 3 years.	Shelburne, N.S.	Ver. 3/3, for 8 years, from 12.73, 2.74.	Brigantine, W.	203	9	I. Whartons	J. N. Freeman & Co.	Cienfuegos	Philadelphia	Sugar and molasses.	Cargo shifted, loss of sails, &c.	1	N.E. 10	Lat. 38° 3' N., Long. 73° W., N. Atlantic.
16 Apr.	"Lily" 3 years.	Not registered	-	Cutter, W.	-	2	W. J. Purvis	E. F. Quilter, London.	Liverpool	London	Ballast	Deck swept and boom broken.	1	S.E. 7	About 2 miles S.E. of Start Point, Cornwall.
18 Apr.	"Richard Warbeck" 14 years.	Fleetwood	-	Schooner, W.	106	5	W. Richardson	R. Warbeck, Fleetwood.	Waterford	Whitehaven	Mannure	Loss of sails through heavy seas.	2	S.E. by E. 6	35 miles S.W. of the Smalls, Bristol Channel.
17 Apr.	"Fairfax" 12 years.	London	Ll. 90 A 1, 5.76	S.S., I.	708	18	F. Hoole	General Iron Screw Colliery Co., London.	Ponaron	Liverpool	Sulphur ore	Decks swept, &c.	1	N.W. 10	80 miles N. of Cape Finisterre.
21 Apr	"Emanuel" 24 years.	Germany	-	Galliot, W.	73	4	- Bloem, Emden	-	Tyne	Bergen	Coal	Damaged in gale.	1	E.S.E. 9	Off the Tyne.
23 Apr.	"Levant" 11 years.	Liverpool	Ll. Ab 1, 11.73	S.S., I.	472	19	G. W. Arkle	Taylor, Caperton, and Co., Liverpool.	Cardiff	Gibraltar	Coal	Explosion of coal gas.	1	S. 2	Lat. 47° 40' N., Long. 7° 10' W., Bay of Biscay.
29 Apr.	"Sidonia" 7 years.	Glasgow	Ll. A.A. 1, 5.75	S.S., I.	799	35	D. Edwards	T. Henderson, Glasgow.	New York	Bristol	General	Boiler exploded	7	-	On voyage, N. Atlantic.
9 May	"Cod Seekers" Unknown.	Barrington, N.S.	-	Schooner, W.	Unk.	13	J. Brown	R. B. Stoddard, Barrington, N.S.	Halifax	Barrington, N.S.	Ballast	Capized	4	E. -	Off Port La Tour, N.S.
17 May	"Alam" 10 years.	Faversham	-	Schooner	159	6	T. Rogers	J. Gann, senior, Whitstable, Kent.	Fowey	Harburg	China clay	Boat stove in, loss of sail, &c.	1	W. 6	Littlehampton, bearing N. 30° E., 10 miles distant, English Channel.
20 May	"Industry" 10 years.	Jersey	Ll. cont. 3.76, 3 A 1, 3.76.	Brigantine, W.	143	8	P. Giffard	Jersey	Baltimore	Bristol	Oilcake	Damaged in heavy sea.	1	N.N.W. 10	Lat. 41° N., Long. 50° W., N. Atlantic.
27 May	"T. & C. Sutton" 19 years.	Weymouth	-	Schooner, W.	84	5	H. Attwood	B. Scriven, Portland, Dorsetshire.	Hartlepool	Portland	Coal	Loss of jib and jibboom.	1	S.S.W. 7	About 6 miles S.S.W. of St. Catherine's Light, Isle of Wight.
1 June	"Agnes" 1 year.	Shoreham	-	Lugger, W.	18	6	N. Humphrey	G. Priest, Brighton.	Brighton, for fishing	-	Ballast	Boat washed overboard and lost.	1	S.W. 10	13 miles S.S.W. of Shoreham Harbour, co. Sussex, English Channel.
19 June	"Palestine" 19 years.	Liverpool	Ll. 100 A 1, 5.76	S.S., I.	2,129	50	P. J. Irving	W. H. Jones, Liverpool.	Boston	Liverpool	General, 12 passengers.	Explosion in port boiler.	1 (crew.)	S.W. 3	Lat. 51° 44' N., Long. 17° 19' W., N. Atlantic.

